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# The Hongkong Telegraph

WEATHER FORECAST  
RAIN.  
Barometer 29.98.

(ESTABLISHED 1881.)

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October 21, 1916. Temperature 6 a.m. 70 2 p.m. 72  
Humidity 52

October 21, 1915. Temperature 6 a.m. 77 2 p.m. 78  
Humidity 85 80

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SATURDAY, OCTOBER 21, 1916.

大拜禮 號一廿月十英港香 SINGLE COPY 10 CENTS.  
\$30 PER ANNUM.

## TELEGRAMS. CONDENSED.

THE SERBS HAVE CAPTURED THE VILLAGES OF BROD AND VELESSELO. THE SERBIANS HAVE PROGRESSED AND ARE NOW CONFRONTING CERNA. OUR BALKAN POLICY IS GUIDED EXCLUSIVELY BY MILITARY ADVICE. BRITISH AMBASSADOR PRESENTED THE TSAR WITH THE G.C.B. THE "TEMPS" SAYS IRISH LOYALTY MUST MANIFEST ITSELF IN ACTS. BRITISH TROOPER IN EAST AFRICA WAS TIED TO GUN-WHEEL AND SHOT. THERE HAVE BEEN INCESSANT ATTACKS ON ITALIANS AT MOUNT PASUBIO. COALITION CANDIDATE WAS RETURNED AT WINCHESTER BY-ELECTION. GERMAN DIPLOMATS IN U.S. VIRTUALLY CONCEDE LOSS OF THE BREMEN. THE CUNARD LINER ALAUNIA HAS BEEN SUNK WITHOUT LOSS OF LIFE. A TELEGRAM SUMMARISES THE BRITISH OPERATIONS DURING OCTOBER. SINCE JULY 1, THE BRITISH HAVE TAKEN 28,918 PRISONERS ON SOMME. THE FRENCH HAVE TAKEN 350 MORE PRISONERS IN ONE DAY. GERMANS FRUITLESSLY ATTEMPTED AN ATTACK NEAR SAILLY-SAILLISSEL. A SLIGHT BRITISH ADVANCE IS REPORTED AT BUTTE DE WARLENCOURT.

[All telegrams appearing in large type are the latest, having been received during the course of the day. Those in small type have come through over-night.]

## THE ALLIED OFFENSIVE. A Further British Advance.

[Reuter's Service to The "Telegraph."]

October 20, 12.10 a.m.  
General Sir Douglas Haig, in an official message, says:—We slightly advanced our line at Butte de Warlencourt. A barrage of fire stopped a counter-attack in the neighbourhood. There is nothing to report elsewhere. There has been heavy rain throughout the morning.

## A German Attempt Fails.

October 20, 12.40 a.m.  
A Paris communique says:—North of the Somme, the Germans vainly attempted, at five o'clock in the afternoon, an attack east and north of Sailly-Saillies. Our artillery broke up the assaulting waves when they started, inflicting heavy losses. South of the Somme, we made fresh progress between Biaches and Maisereu. Three hundred and fifty prisoners were taken yesterday. All is quiet elsewhere.

## British Operations During October.

October 20, 1.45 a.m.  
General Sir Douglas Haig, summarising the October operations, says:—We have made steady progress between Thiepval and Le Sars, and have gradually won a series of strong positions. The fighting has been heavy and prolonged, the enemy resisting stubbornly until surrounded in one place after another. Numerous prisoners have been taken. We have had to repel numerous counter-attacks since the 7th inst. These have been generally stopped by artillery and machine-gun fire, but when they succeeded in reaching our lines they were thrown back by rifle fire with heavy losses. Only once or twice has the enemy succeeded in obtaining a footing in a trench, and then he was promptly ejected with the bayonet. We have been most active in trench raids outside the Somme battlefield. Between Ypres and Loos we secured many prisoners and inflicted heavy casualties. The total prisoners taken on the Somme since July 1 number 28,918.

## CUNARD LINER SUNK. Crew Safely Landed.

October 19, 9.50 p.m.  
The Cunard liner Alaunia has been sunk. The Captain and 163 of the crew were landed.

## Passengers All Safe.

October 19, 11.45 p.m.  
All the passengers on the Alaunia, numbering 180, were landed prior to the sinking. [The Alaunia was built in 1913 for the Cunard Company. Her gross tonnage was 13,405, and her dimensions:—Length, 520 feet; breadth, 64 feet; depth, 43 feet. Her speed was 14 knots.]

## ITALIANS INCESSANTLY ENGAGED.

October 19, 9.30 p.m.  
A Rome official message says:—There have been almost incessant attacks and counter-attacks on Mount Pasubio, preceded and supported by extremely violent bombardments. The enemy broke into a redoubt on a tooth of Mount Pasubio yesterday morning, but was promptly driven out.

## MORE GERMAN DEVILRY.

October 19, 10.40 p.m.  
An official report recounts how a British trooper in German East Africa was captured by the enemy, tied to a gun-wheel, beaten by a native under the order of German officers, and then shot with seven bullets. He subsequently died.

## THE FATE OF THE BREMEN.

October 20, 1.05 a.m.  
According to Reuter's correspondent at Washington, leading German diplomats, familiar with the movements of the submarine Bremen, virtually concede her loss.

## TELEGRAMS. IN THE BALKANS.

Good Progress by the Serbian.

[Reuter's Service to The "Telegraph."]

October 20, 2.05 a.m.  
Reuter's correspondent at Salonica says that the Serbs' capture of the village of Brod was succeeded by desperate fighting. The village was strongly fortified. Other gains included the heights to the north and the village of Veleselo. The Bulgars were dispersed and driven northward, being pursued by the Serbs. The booty included three guns and other war material, as well as numerous prisoners. Serbian artillery fired on enemy artillery stores at Palok, and aeroplanes bombed the retreating Bulgars. The Serbs are progressing on the remainder of the front, and have captured forty-three guns, exclusive of trench-guns since September 14. By the capture of Brod and Veleselo, the Serbs have pierced the enemy's second line in that part. Cerna is now confronted, and the final line is appreciably nearer Monastir.

## WINCHESTER BY-ELECTION.

October 20, 1.05 a.m.  
The Winchester bye-election resulted as follows:—  
Mr. Carnegie (Coalition) ... 1,218  
Mr. Woods (Independent) ... 473  
Coalition majority ... 745

## FOOD FOR BRITISH PRISONERS.

October 20, 2.05 p.m.  
It is officially announced that the Government has approved proposals for a new War Prisoners Committee under the presidency of Sir James Storr Jameson, with the object of ensuring that every British war prisoner will receive needed comforts. In future, parcels will only be sent by authorised organisations. Each prisoner will be supplied by only one organisation with foodstuffs not exceeding 30 lbs. in weight weekly. The scheme does not apply to officers, whose parcels will be dealt with as at present.

## BRITISH HONOUR FOR THE TSAR.

October 20, 6.35 a.m.  
According to Reuter's correspondent at Petrograd, Sir George William Buchanan, British Ambassador, presented the Grand Cross of the Order of the Bath to the Tsar as Admiralissimo of the Russian Navy, in recognition of the latter's services in guarding the Baltic and driving the Turkish Fleet out of the Bosphorus.

## A FRENCH VIEW OF IRELAND'S ATTITUDE.

October 20, 2.00 p.m.  
According to Reuter's correspondent at Paris, the Temps, which favours Home Rule, says:—Despite the rebellion, Irish loyalty cannot be suspected, but it must manifest itself in acts. Unless she takes a fair share in the common effort, Ireland will lose all chance of obtaining the liberties she claims. Her surest way to compromise her claim to Home Rule is to appear as a "slacker."

## OUR BALKAN POLICY.

October 20, 2.55 a.m.  
In the House of Commons, replying to a speech by Mr. Lynch, criticising our Balkan policy and asking whether any outside influences had been allowed to affect it, Lord Robert Cecil said it was impossible at present to discuss what we or our Allies had said or were going to say to Greece. Our strategy in the Balkans had been guided exclusively by military considerations and advice. Mr. Lynch appeared to hint at some obscure and disreputable influence on the councils of the Government. Such a suggestion was absolutely baseless and utterly unworthy of the House, and ought never to have been made.

## THE SUBMARINE RAIDS.

October 20, 2.55 a.m.  
In the House of Commons, Lord Robert Cecil justified the Allied Memorandum regarding submarines, and said recent events had shown that the caution was not issued a moment too soon.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 6 or on Extra.]

## EARLIER TELEGRAMS.

## ANOTHER NORWEGIAN STEAMER SUNK.

October 19, 2.00 p.m.  
The Norwegian steamer Rosenvold has been sunk.

## RUSSIANS REPEL ATTACKS.

October 19, 4.55 p.m.  
A Russian communique says the German attacks south and south-east of Kovel, made after a liberation of gas and under heavy artillery fire, were repelled. West and south-west of Lutsk fierce fighting continues and here also enemy attacks were repelled. We drove back stubborn attacks in the region of Dornavala. There is a violent snowstorm in the Carpathians.

## TELEGRAMS.

### THE ALLIED OFFENSIVE.

Reducing Enemy Defences to Powder.

[Reuter's Service to The "Telegraph."]

October 19, 2.00 p.m.  
A telegram from Paris states that the bombardment prior to the storming of Sailly-Saillies was of the fiercest for forty hours, reducing to powder the trenches, west of Bapaume road. One redoubt disappeared, the occupants being buried. When the so-called "trench-clearers" entered the huge subterranean shelter they found 200 German dead asphyxiated by poison gas. The village was attacked from three sides simultaneously. The fighting beneath the walls of the Chateau which the Germans had converted into a fortress was very savage, the assailants were repeatedly beaten back, and when they finally entered they had to continue the struggle in underground galleries leading from the Chateau to the centre of the village.

### German Testimony to British Efficiency.

October 19, 2.10 p.m.  
General Sir Douglas Haig, in a communique, says there was heavy rain during the night. Baiting parties entered enemy trenches near Loos and south of Arras. The weather throughout has been consistently unfavourable for aircraft; yet, despite heavy rains and strong south-westerly winds, we have made many valuable reconnaissances and have repeatedly and successfully attacked enemy communications, ammunition dumps and marching troops. We captured a document from German Headquarters, which suggests a reorganisation whereby it is hoped "that it may be possible, at least for some hours, to contest the enemy's air supremacy." The artillery, assisted by aeroplanes, played a most notable part in the fighting and maintained a clear superiority over the enemy, whom he allows no rest day and night, materially wearing down his morale. The battle frequently resolved itself into isolated struggles. Captured documents testify to the effect of our cannonade, dash, discipline and the quality of our infantry.

### German Counter-Attacks Broken.

October 19, 4.00 p.m.  
A Paris communique says:—German counter-attacks at Sailly-Saillies were broken by our curtain of fire. All our gains were maintained. We progressed between Maisonneuve and Biaches.

## THE IRI H QUESTION.

October 19, 2.10 p.m.  
The minority in yesterday evening's division in the House of Commons consisted of fifty-nine Nationalists, about forty Liberals and a few Labourites. The O'Brienites abstained from voting.

## OFFICERS DECORATE.

October 19, 2.00 p.m.  
The "Gazette" announces the following honours:—  
Companions of The Bath:—Lieut. Colonels F. A. Wilson, R.E., and W. H. Brown, Maharatta L.I.  
Companions of St. Michael and St. George:—Lieut. Colonels W. B. Powell, Gurkhas; E. A. Lethbridge, Oxford and Bucks, L.I.  
D. S. O.'s:—The following Indian Army officers:—Major H. C. Hill, Captains R. C. Clifford, C. M. Manners, J. C. McKenna, B. G. Peel, H. L. Leilly, G. V. Byrne; Lieut. R. T. Sweet.  
Military Crosses:—Captains D. Arthur, F. J. Brickman, H. S. Cardew, K. K. Mukerji, C. H. Stockley, Lieutenants E. W. Burdett, A. H. Gathier, W. S. Halliley, C. A. Raynor, Second-Lieut. E. C. Lepat Currel, the Reverend Fathers John Mullan and Harold Spooner. Promoted to Brevet rank:—Lieut. Colonels H. A. Cummins, H. O. Parr and Major W. H. Davis, all of the Indian Army.

## BELGIAN PROGRESS IN AFRICA.

October 19, 3.40 p.m.  
Reuter learns that the Belgian troops now hold the western position on the central railway from Tanganyika to Tabora and forty miles east of it. The Belgians have transported material from the Congo across the lake to Kigoma and are repairing the railway. There are no Germans now north of the central railway while the shores of the great lakes have also been cleared of the enemy. The remaining Germans, numbering a thousand, are now in swampy country at Mehang, and are surrounded by the Allies.

## IN THE BALKANS.

Another Serbian Success.

October 19, 4.10 p.m.  
A French official statement says the Bulgarian attacks north of Dodeli were repulsed with heavy losses. The Serbians captured the village of Brod on the left bank of the Cerna.

## Bulgarians Re-inforcing.

October 19, 4.15 p.m.  
A British official message says:—We repulsed a strong enemy attack on our right flank in the Doiran sector. A Serbian official announcement says the Bulgarians are bringing up reinforcements, especially trench mortars.

## Enemy Driven Back.

October 20, 8.20 p.m.  
A Rumanian communique states:—We drove back the enemy at Agas, taking nine hundred prisoners and destroying twelve guns. Agas is seven miles within Rumania.

## TASKS OF THE FUTURE.

Activity of a Patriotic Organization.

After two years of work mainly devoted to maintaining the national spirit of patriotism, and particularly the combating of dangerous agitations and propaganda against recruiting, the Central Committee for National Patriotic Organisations is about to direct its energies and its organization into other channels. The enactment of the Military Service Acts rendered it unnecessary for the committee to assist further in the work of appealing for recruits, and its aid was at once extended to the War Savings Committee. The Sub-committee on Neutral Countries is still performing very good work, especially in Switzerland. The association is firmly of opinion that a most important question, and one vital to the Empire's interest, is that of securing trade after hostilities have ceased, and that this can only be done by the adoption of a strong policy whilst the war is in progress. Unless some well defined policy is forthcoming from the Government, it is the intention of those responsible for the organisation to undertake a campaign, at the beginning of October, generally advocating the exclusion of Germans from English commercial life.

A question of almost equal importance is that of education, in so far as it affects the commercial and trade outlook of the Empire. The Committee is about to address a series of inquiries on this subject to leading merchants and employers in the country with a view to the collection and collation of information as to the lines along which it would appear most suitable to direct the energies of the Empire in commercial matters. Employers will be asked among other things whether university education is suitable for men destined for business pursuits, whether, in their opinion, the universities offer a satisfactory curriculum for business training, and whether it might not be desirable for some of the universities to devote themselves specially to this work. The Committee will also seek the opinions of the business community on the work of the Consular Department. A thousand leading houses trading abroad are to be asked whether in the past the British Consular service has rendered them material assistance, and, if not, what steps in their judgment would be necessary to recreate the service.

## Historic Football.

The football which the East Surrey dribbled up to the German trenches on the start of the British advance was recently on view to the public at the Kingston-on-Thames Town Hall each evening. The depot band played outside the hall, and the charge made for admission was devoted to the regiment's comfort fund.

## DON'T FORGET.

### TO-DAY.

Victoria Theatre—9.15 p.m.  
Bijou Theatre—9.15 p.m.  
New Hongkong Cinematograph—9.15 p.m.

### TO-MORROW.

Victoria Theatre—9.15 p.m.  
Bijou Theatre—9.15 p.m.  
New Hongkong Cinematograph—9.15 p.m.

### Saturday, October 28.

Gymkhana Meeting.—Happy Valley; 3.15 p.m.

### Monday, October 30.

Dairy Farm Co., Ltd.—Extraordinary general meeting; noon.



## NOTICES.

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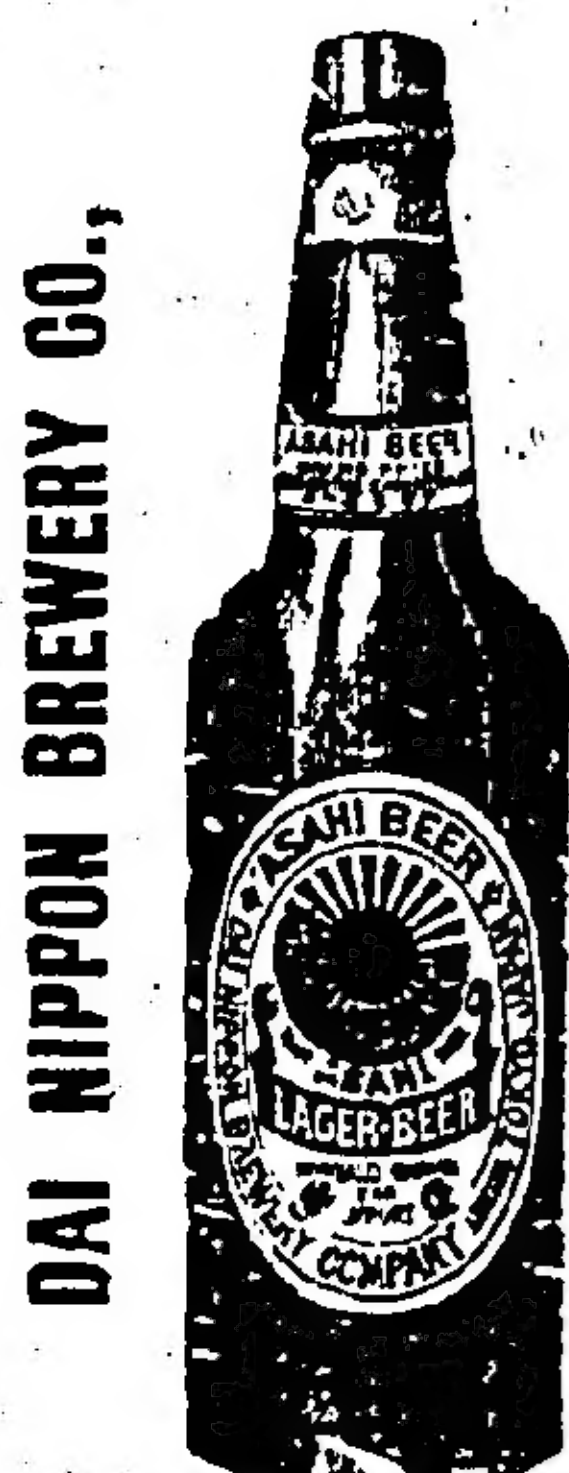
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1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 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3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857, 3859, 3861, 3863, 3865, 3867, 3869, 3871, 3873, 3875, 3877, 3879, 3881, 3883, 3885, 3887, 3889, 3891, 3893, 3895, 3897, 3899, 3901, 3903, 3905, 3907, 3909,



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## The Hongkong Telegraph.

HONGKONG, SATURDAY, OCTOBER 21, 1916.

### DR. WILSON'S FAILURE.

In another part of to-day's issue there will be found a brief reprint from an American paper, which sets forth, in a very pointed manner, the reasons why Dr. Woodrow Wilson can scarcely hope to be re-elected to the Presidency of the United States. Britishers know too little of the intricacies of American politics to be qualified to venture a forecast as to the result of a presidential election; but the newspaper example which we give may be taken as something like a fair statement of the American man in the street's view. Naturally there is a pro-Wilson press as well as one opposed to him; but, from the fact that, within the past year, many papers pledged to the Democratic interest have very unfavourably criticised their one-time hero, we may perhaps take it that press sympathy with Dr. Wilson is very greatly outweighed by press antipathy.

But if Britishers have no right to speak as to the President's chances from a standpoint of internal knowledge, they at least can form their own private conclusions as to the result of the election—basing them, of course, on Dr. Wilson's actions in matters of international importance. The average Britisher neither hopes nor expects to see Dr. Wilson returned to power. It is universally admitted that the President is a gentleman of great moral worth and of unquestionable intellectual ability; but the standing wonder to all of us is still that, with no more marketable qualities than these, he ever succeeded in persuading the people of the United States to elect him to the highest office in their country. England has had rulers whose private life was absolutely above reproach and whose mental powers were by no means small. Edward the Confessor, Mary Tudor, Charles I. and James II. are excellent examples; but never was England weaker than when these Sovereigns occupied the throne. Similarly, never has the great American republic been more flouted, insulted, ridiculed and defied than during the four years of the Wilson administration. The reason is not far to seek. The ruler who yields to sentiment can never hope to succeed. President Wilson is a sentimentalist of the first water and, even though enormous numbers of his compatriots are afflicted with the same disease, they can hardly be expected to gain for him the majority that will renew his term of office for him. Judging from all that one hears, the really strong men of America are opposed to their President; for they feel that, even though with the best of intentions, he has made their country cheap in the eyes of the rest of the world.

Hardest of all to forgive, from the Old World's point of view—and, from the American also, for that matter—is the President's behaviour concerning the war. America, up till 1914, had always posed as the champion of small nations, and most American citizens honestly cherished the belief that if a small nation were bullied by a big one, their Government would at once prepare to defend the persecuted. It happened that, from one cause or another—and the cause is none of our business—America was by no means prepared for war, and most of Dr. Wilson's enemies will at least admit that he did rightly in declining to urge his people to take up a task for which they were not fitted. But it is a long way from recklessly looking for trouble to swallowing insult upon insult, to standing by calmly while unoffending American women and children are murdered, and to allowing the country to become a hotbed of German conspiracy. Had Dr. Wilson had the moral courage to resign in the early days of the war, no-one would have thought the worse of him, and he might yet have hoped for re-election in years to come. Instead, he furnished the world's comic papers with abundant cartoon matter with his everlasting Notes, and gained for himself and his Government a reputation for "bluff" which they will not lose for some while. There was no reason why America should embark on active war on Germany; but there was every reason why she should have commandeered German ships and other property, barred all export to enemy countries, and assisted the Allies in scores of other ways in gaining a victory which she well knows means the triumph of civilisation over rampant blackguardism and savagery. But Dr. Wilson could not or would not see this. Instead, he entered on a dummy campaign against Mexico which made the whole world laugh—and which has, unless he can work miracles, helped to lose him the Presidency of the United States.

### The Peak Tramway Case.

We imagine that few Hongkong residents will be able to muster up much sympathy for the Peak Tramway Company in the overcrowding case which was tried in Mr. Melbourne's court yesterday. We also think it possible that there may be shareholders in the Company who will feel that there was no need to throw good money after bad by employing a solicitor to make childish efforts to prove that two plus two will equal five if only enough fuss is made. Both the magistrate and the O.N.P. exercised an admirable amount of patience in listening to a lot of quibbling that would not deceive a baby. The case was established from the start, and it would surely have been a more dignified proceeding on the Company's part to pay the fine and say no more about it. The contention that the police had not interfered with the overcrowding in previous years was of a piece with the rest of the flood of logic poured forth in the Company's defence. Poor police! If they don't interfere, they are black-guarded by everyone in the Colony; and when they do, they appear to stand no better in Hongkong's estimation. The present Captain Superintendent has been conscientiously trying, ever since his appointment, to remedy a thousand abuses and gradually to pull the Colony into something like decent shape; and the least that all classes of the public can do is to try and co-operate in movements that are calculated to benefit them.

### Trafalgar Day.

It is a most hopeful sign that, as the years go on, more, rather than less, attention is given to the anniversary of Nelson's death day. We can well remember the time when London thought it had done its duty by the great hero when it had laid a perfunctory wreath or two on the pediment of the Trafalgar Square monument. In recent years the Navy League has stirred matters round, and there seems little danger now that the victor at Trafalgar will cease to live in the memory of his countrymen. Before the war there was, moreover, a danger greater than the forgetting of Nelson starting us in the face. There seemed every likelihood that his spirit must depart from among us, for we were becoming something perilously near to an infatuation and an emaculation. The war came opportunely, and hoisted Britain's name out of the slough into which they were sinking, forcing them to remember the deeds of their ancestors and to resolve that the men who in bygone years died to make the Empire should not have sacrificed themselves in vain. The sturdy fighting animal was fully aroused, and luxury and fad had to go by the board. In face of the Jutland battle and of the more recent doings on the Western front, we can well afford to ignore the fact that there are still some "conscientious" young men at home on whom Nelson and his men would not have condescended to wipe their boots. Their numbers are ever decreasing, and the day may yet come when the last of them is either dead or converted.

### The Rhodes Scholarships.

Mr. King, the honourable Member for North Somerset, is well set to work to waste the time of the House of Commons by cavilling at the Bill which provides for the disestablishing of the German Rhodes Scholarships. Is he one of the tender-souled individuals who are forever arguing that we ought to love the dear Germans, and to hug them to our hearts at the moment the war is over? The late Cecil Rhodes, among his other boasts, left fifteen scholarships, each of the value of £250 per annum, for German students; Parliament had rightly thought well to make provision for the distribution of these elsewhere before the end of the war, and yet Mr. King can find it in his heart to fool away the House's time with objections. Does he think that Oxford would hold out both hands to welcome fifteen German louts, as soon as peace is declared, if the hard-hearted House would but leave the bequest alone?

### DAY BY DAY.

WHEN YOU ACCEPT A PRESENT YOU HAVE DISSOLVED THE PEARL OF INDEPENDENCE IN THE VINCLES OF OBLIGATION.

The Weather.  
At the Peak 8 a.m. Temp. 37;  
rain. (1915, 71 rain.)  
Lower level 8 a.m. Temp. 72;  
rain. (1915, 77 rain.)

The Mails.  
French Mail.—Due per s.s. Atlantic to-morrow.  
Siberian Mail.—Closes per s.s. Atlantic at 10 a.m. on Monday.  
French Mail.—Closes per s.s. Cordillere at 2 p.m. on Monday.

The Dollar.  
The opening rate of the dollar on demand to-day was 2s. 2.7/16d.  
To-morrow's Anniversary.  
To-morrow is the 71st birthday of Madame Sarah Bernhardt.

Golf Championship.  
The entries for the Golf Club Championship close on Monday.

Bijou Theatre.  
There was no performance at the Bijou Theatre on Thursday night, on account of the fete at the Public Gardens.

"At Home" at the Club Lusitano.  
The members of the Portuguese Mutual Aid Society are at home to their friends to-day from 5 to 8 p.m. at the Club Lusitano.

Rubber Dividend.  
Messrs. Benjamin and Potts advise us that the Java Consolidated Rubber Co., Ltd., has declared a second interim dividend of one cent.

The War Loan.  
His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council—Ordinance No. 12 of 1916.—An Ordinance to authorise the raising of a War Loan.

Obituary.  
The death took place this morning, at his residence, No. 23, Mosque Street, of Mr. Fernand Antonio, who was formerly employed at the Chartered Bank. Deceased had been ill for about a month, and death was due to Bright's disease. The funeral will pass the Monument at 5 p.m. to-morrow.

Enemy Trading.  
Amendments are published of the list of firms which are being wound up under the Trading with the Enemy Amendment Act, 1916; the list of persons to whom articles to be exported to China may be consigned; and the list of persons and bodies of persons, incorporated, or unincorporated, with whom trading is prohibited.

A Cheap Deal.  
"No, I didn't steal the stuff," said a Chinese before Mr. F. A. Hazeldene, at the Police Court this morning, when charged with being in possession of a quantity of lead and blue dye. It was stated that the man was a marine hawker and, when questioned where he had got the stuff from, he could give no satisfactory explanation. A lunking said that when he asked defendant where he had got the stuff he replied "From passer-by." Defendant, in the box, said he gave 36 cents for the whole lot. He had not been a marine hawker long and did not know whether the stuff was stolen or not. His Worship inflicted a fine of \$15, or, in default, a month's hard labour.

A Chicken Thief.  
Yesterday, on the Shaukiwan Road, a Chinese was seen in a chicken-run at the back of a house industriously throwing rice out of his pocket to attract the chickens. The owner saw him pick up two fowls and take them away. Compliment said that he ran after the defendant and caught him. He had the chicken in his possession. Defendant said he did not know why he had put the rice in his pocket. His Worship remarked that he probably did so because all fowl thieves followed that practice. Defendant would be placed in the stocks for four hours at the Bay View Police Station, and he would go to prison for six weeks also.

### 1891.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending October 21, 1891.)

The Dollar.  
October 21.—"The rate of the dollar on demand to-day is 3/14." The Chartered Mercantile Bank of India, London, and China.  
October 15.—"The report of the Chartered Mercantile Bank states that it has been found necessary to make further provision to meet losses in the Straits Settlements and failures in the Eastern trade. The Bank is therefore unable to pay a dividend for the past half year, and it is also necessary to take \$125,000 from the reserve fund to provide for these losses. The shares of the Bank have fallen £2 10/."

Good Times for the Police.  
October 16.—"There are good times coming for the police of Hongkong. Promotion is slow, and thanks slower still; but now it will be all right. Under the new Opium Ordinance, every search for contraband opium must be conducted under the supervision of a European police sergeant. As there are a limited number of sergeants, and an unlimited number of searches, some 2,000 more sergeants will be needed. Good for the 'bobbies!'"

Why Not?  
October 17.—"Dr. Cantlie proposes, in connection with the system of registering births, marriages and deaths, to extend the work by registering diseases and causes of death. It is a very good idea, and would be exceedingly useful and instructive. Why not carry it still further? Why not register causes of marriages, and even—?"

A Gambling Matter.  
October 17.—"The Acting Governor of Hongkong is a man whom we admire (Yes, there are a few)—and his address to the Council on the opening of the Autumn Session is sensible, complete, concise, and very good. But one point—only one, as far as we can see at present—is bad. That is his explanation of the Kowloon gambling business and its persistent continuation. He says:—'My representations have been met by the Chinese authorities with a laudable desire to co-operate, and stringent measures have been taken to attain the desired object, but I regret to say that the main difficulty in totally suppressing the evil there arises from the shelter and facilities afforded to the gamblers by the neighbourhood of Hongkong and the easy means of transport. The earnest attention of the Government is being directed to this phase of the matter.' But General Barker has not had much to do with the Chinese. The explanation he gives is, roughly, that we have put gambling out of Colony, and when we try to crush it beyond our borders it comes back—takes refuge where it cannot live! Reductio ad absurdum. Evidently he has taken in the Chinese excuses, quibbles, and lies without a suspicion, even though preposterous beyond patience. The fact is that the 'silver quinz' has infected every official from the Kowloon mandarin up to the Kwangtung Viceroy, and hence these excuses. It is well-nigh hopeless to grapple with this deep-rooted and far-reaching system of bribery; if it could be done, nothing would be easier than to shut up the houses where gambling is carried on, to arrest and hand over to the proper authorities all persons caught in the act of breaking the law. But the first step is to overcome the power of the almighty dollar; the man who can do that will be a prodigy. Now come on, General!"

The s.s. Honam and Macao.  
October 20.—"Owing to the Hongkong, Canton and Macao Steamboat Co.'s steamer Honam having gone to dock, the Honam will run on the Hongkong-Macao line until further notice. Arrangements have been made on the Hongkong-Canton line to meet the usual requirements of the traffic."

Returning to the Colony.  
October 21.—"The Hon. Mr. C. P. Carter left England on Oct. 4 for this end of the earth."

### 1891.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for October 21, 1891.  
Hongkong and Shanghai Bank.—159 per cent. premium sellers.  
Union Insurance Society of Canton.—\$81 per share, sales.  
China Traders' Insurance Company.—\$62 per share, sales and sellers.  
North China Insurance.—1s. 255 per share, sellers.  
Canton Insurance Company Ltd.—\$105 per share, sales.  
Yangtze Insurance Association.—1s. 93 per share, buyers.  
Hongkong Fire Insurance Company.—\$312 per share, sales and buyers.  
China Fire Insurance Company.—\$87 per share, sellers.  
Hongkong and Whampoa Dock Company.—\$77 per cent. premium, sellers.  
Hongkong, Canton and Macao Steamboat Company.—\$34 per share, buyers.  
Hongkong Gas Company.—\$120 per share, sellers.  
Hongkong Hotel Company.—\$39 per share, sellers.  
Hongkong Hotel Co.'s Six per cent. Debentures.—\$501.  
Indo-China S. N. Company.—\$27 per cent. div., sales and buyers.  
Douglas Steamship Company.—\$38 per share, sellers.  
China Sugar Refining Company Ltd.—\$177 per share, buyers.  
Lunson Sugar Refining Company, Limited.—\$54 per share, sales and buyers.  
Hongkong Ice Company.—\$83 per share, sellers.  
Hongkong Rope Manufacturing Company, Ltd.—\$98 per share, sales and buyers.  
Hongkong and Kowloon Wharf and Godown Company.—\$67 per share, sellers.  
Hongkong Dairy Farm Co. Ltd.—\$7 per share, sellers.  
A. S. Watson and Co., Ltd.—\$20 per share, sales and sellers.  
Hongkong High Level Tramway Co., Ltd.—\$55 per share, sellers.  
Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
Green Island Cement Co. Ltd.—\$14 per share, sellers.

### PRESIDENT WILSON.

Why No-one Will Vote for Him.

The Buffalo Enquirer, which finds evidence of President Wilson's fairness in his "failure to delight intense partisans," draws up the following paradoxical list of predictions which have emanated from his foes:  
"1. All the pro-Allies will vote against President Wilson because he is too gentle with the Germans and all the pro-Germans will vote against him because he is too stern with the Germans."  
"2. All the militarists will vote against President Wilson because he is too pacific and all the pacifists will vote against him because he is too militant."  
"3. All the suffragists will vote against President Wilson because he does not approve woman suffrage by amendment of the national Constitution and all the antisuffragists will vote against him because he traveled all the way from Washington to Princeton to vote for woman suffrage."  
"4. All the Protestants will vote against President Wilson because he has a Roman Catholic private secretary, and all the Roman Catholics will vote against him because he recognized Carranza."  
"5. All the capitalists will vote against President Wilson because he stood for the eight-hour day and all the labor-unionists will vote against him because his proposed strike legislation in one respect was not to their liking."  
"6. All the civil-service reformers will vote against President Wilson because he has surrendered too much to Democratic spoilsmen and all the Democratic spoilsmen will vote against him because he has permitted too many Republicans to remain in office."  
"7. All the conservatives will vote against President Wilson because he has 'baited business' and the radicals will vote against him because he has 'surrendered to Wall Street.'"

### IMPORTS AND EXPORTS.

New Hongkong Regulations.

An order made by the Governor-in-Council under Sections 3 and 4 of the Importation and Exportation Ordinance, 1915, provides for the addition of the following rules:—

Certificates of Origin and Interest.

42. No person shall import any article from any place in Norway, Sweden, Denmark, Holland or Switzerland unless such article is accompanied or preceded by a certificate of origin and interest relating thereto, and no person shall import any article from any other place (except places in France, French Indo-China, Italy, Russia, Japan, Portugal, Roumania, the United States of America, China, Siam or Hayti) unless such article is accompanied or preceded by a certificate of interest relating thereto: Provided that the owner, agent, charterer and master of any ship on which any article is imported without such certificate as may be required under this Rule, if they, or he as the case may be, have no interest in the said article except as the carriers thereof, shall not be deemed to have imported the said article unless they or he shall have discharged the said article.

43. The Superintendent of Imports and Exports may allow any article imported without such certificate as may be required under Rule 42 to be deposited in such place as he shall approve, and upon the said article being so deposited the owners and agents of the said place shall hold the said article and shall part with or dispose of it only as the Superintendent of Imports and Exports shall direct.

44. Such certificates shall be signed by some British Consular Authority at the place of shipment or origin and shall be in the form in the Sixth Schedule to the Rules.

45. The Superintendent of Imports and Exports may allow any article imported without such certificate as may be required under Rule 42 to be delivered to the consignee upon such conditions as to bond or cash deposit or otherwise as he shall determine.

46. Rule 42 shall not apply to any article shipped for the Colony of Hongkong before the 1st October, 1916.

Exportation to Sweden.

47. No person shall export to Sweden any article except the following:—1. Printed matter of all descriptions. 2. Empty receptacles returned to Sweden. 3. Worn clothing and other personal effects. 4. Live animals other than animals ordinarily used for human food.

### GOVERNMENT TENDERS.

Tenders are being invited for the coming year for the maintenance of sewers, drains and nullahs, extensions or alterations of the same, and the construction and maintenance of additional sewers, drains and nullahs in the Colony of Hongkong, British Kowloon and the New Territories; the maintenance, repair and minor extensions or alterations of Government buildings and piers in the Colony of Hongkong, British Kowloon and the New Territories; the maintenance, repair and minor extensions or alterations of roads, streets, bridges and praya walls, public cemeteries, recreation grounds, and relative works in the Colony of Hongkong, British Kowloon and the New Territories; the supply and delivery of timber to the Public Works Department; the supply of labour and materials for the Chinese cemeteries in the Colony of Hongkong and Kowloon; and for providing and fixing boundary stones of lots in the Colony of Hongkong and the Dependencies.



## CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

## A SUGGESTION.

(To the Editor of the Hongkong Telegraph.)

Sir,—Most of us at times, I suppose, get struck with ideas original, or otherwise, and of course we all think them to be workable. I merely offer this one as a suggestion. All of us, I'm sure, are very keen to know the exact amount which "Our Day" efforts will realise. Why not give every one a chance of guessing, say at \$1 a ticket? The guess could easily be entered on the counterfoil of the sold ticket, and if some generous donor would present a prize for the winner or nearest, the whole amount realised could go to help swell the Red Cross funds. The time is short, I know, but a couple of days would suffice to get all the tickets out, if the already hard worked committee can see their way clear to adopt the idea.

Thanking you for inserting this.

Your etc.,

741.

Hongkong, October 21, 1916.

## DUTCH INDIES DEFENCE

## A Conscript Army.

The *Gazette de Holland* says:—The Bill contemplates a European and native conscript army, though it only goes so far as to empower the authorities to introduce these drastic reforms. It is wisely proposed to start with European conscription, yielding a few thousand men. The idea is, however, to ultimately establish a large native conscript army, a step unprecedented in the tropical colonies of the Powers. If the plan eventuates on the lines advocated by Major van der Werden, of the General Staff of the Colony, and personally explained by him recently to the Queen, it would mean an addition to the existing forces of an army of 119,000 natives, but such a force would be capable of almost limitless extension so far as human material goes. Universal service would, under his scheme, be introduced in Java and Madura, under conditions making it possible to select those best fitted for martial service. The cost involved would be very high, but it should not prove too much for the resources of the Colony and mother country.

No such far-reaching measure must be introduced without the most careful consideration of the delicate questions involved, but opinion generally in this country seems to be coming to regard it as inevitable if the Colony is to be put in a serious state of defence. Such a step, however, essentially demands the adoption of a more progressive Colonial policy and a more rapid development of both people and country. If a citizen's obligations are imposed on the native, he must necessarily be given a citizen's privileges. If the granting of the latter be inexpedient, it follows that the imposition of the former is unsafe. Education must be extended far beyond the 650,000 natives who at present enjoy its benefits, for an educated population is the essential basis of a strong State. There must also be a careful evolution of popular institutions. What has become of the Bill introduced early last year to establish a Colonial Council on a semi-electoral and consultative basis? Industrially, too, the Colony must be developed, the present war has sufficiently indicated where the backbone of a nation's fighting strength lies in modern warfare. The only possible ideal for Holland in the East is the formation of an Indian State, strong and prosperous, of which the natives themselves are proud, which they regard as their own country and in defence of which they will be found ready to shed their blood.

## ODE TO A ZEPPELIN.

(By one who has not seen one).

Twinkle, twinkle, Zeppelin,  
Floating in the air so high,  
Up above the world so high,  
Like a sausage in the sky.

Searchlights search for you in  
vain;

Let us see you once again,  
'Fore you vanish in the mist,  
Leaving us alone, unkindled.

In the clouds you disappear  
Till we think you are not near;

'Then drop bombs upon our heads;  
Lucky, if we are not dead.

Gunners wait with loaded guns,  
Pansters make their idyllic puns,  
People to the roadway fly  
And look upward to the sky.

How they wish you would appear;  
Let them see your visage clear;

You are so capricious, shy,  
Wanderer in the murky sky.

If the damage you have done  
To our homes, deceitful Hun,

Came up to your vaunted boss's  
We might wish you, from our  
coasts.

As it is, the shows you give  
In our memory longer live

Than the shows that make us  
laugh

At the Cinematograph.

More exciting 'e'en than these,  
Or the other shows that please,

Are the antics you pursue.  
Once our guns have you in view,

Sorry we can't let you know  
Where you really ought to go

To avoid the eager shout,  
"Heigh, the Zeppelins are out!"

For the welcome you'll get there  
May be really only fair,

But 'tis quite a chance that you  
Will be broken right in two,

Or come flaming to the ground  
Lighting up the country round

Crashing on our eager ears,  
Causing crocodiles' sad tears.

So good-bye, my Zeppelin,  
As the stars, by day, you're "in,"

And you only show your might  
Like a goblin in the night.

Hongkong, October 21, 1916.

## THE TIGRIS SCANDAL.

## Sir Victor Horsley's Disclosures.

Under the heading "A Voice from the Dead" the *British Medical Journal* quotes a letter from the late Sir Victor Horsley on the deplorable medical arrangements for the campaign in Mesopotamia.

This letter, the journal states, was written by Sir Victor Horsley from the Front, Mesopotamia, on July 5th, 1916—that is to say, some ten days before his death. He endorsed it to show that he did not wish it to be published as it stood, but that the information it contained was not confidential and was placed at the disposal of the editor.

The three main points in the letter are:—First, that it was written in order that the case of the responsible medical officers in Mesopotamia should not be prejudiced, as he feared it might be, through the report of the Vincent Commission.

Secondly, that the appalling failures in the medical arrangements in Mesopotamia were due to the utterly defective transport; and, Thirdly, that the failure was bound up with the question of the present extremely unsatisfactory relation between the financial department of the Indian Government and the medical services.

"With regard to the second point—the total failure of the transport arrangements—he wrote that the whole of the terrible failure in Mesopotamia 'are due to the non-provision of transport. There never has been in this country adequate transport for food, and there never (until March, when our solitary hospital steamer arrived) has been any medical transport whatever; nothing but the foulest store barges and steamers, used on their return journey to the base to carry the sick and wounded."

## "OUR DAY"

Lady May's Rose Fund.

Mrs. Marley ...	10
Commander and Mrs. Myburgh ...	10
Mr. Tsui Siu Cho ...	10
Lieut. G. A. Barn, R.N.B. ...	20
Mr. Paul Kremer ...	25
Mr. U. Romjhu ...	25
Mrs. A. E. Crapnell ...	25
Rev. Pere Robert ...	50
Messrs. Kew Brothers ...	50
Mr. Lo Siun Wan ...	50
Messrs. J. B. Michael and Co. ...	50
Mrs. N. Lake Watson ...	50
Mr. A. Findlay Smith ...	100
The King Edward Hotel (per Mrs. Choy Shing) ...	100
S.S. "Taishan" per Capt. Bree ...	5
R.A.B. ...	2
Mrs. J. S. Johnson ...	2
Mr. I. Chalmers ...	2
Mr. J. F. D'Azavedo ...	2
Mr. Fung Sui Wa ...	5
Mr. Tong Lai Chuen ...	5
Mr. Lee Si Son ...	5
Mr. Leung Yu Kan ...	5
Mr. Wong ...	0 50
Mr. She Tat Tai ...	5
Mr. She Shiu Tat ...	5
Mr. Chan Chi ...	10
Mr. Chan Foon Ng ...	1
Mr. Mook Mun ...	5
Mr. Luo Yee Yuck ...	5
Mr. Tong Hok Ting ...	1
Miss Tong ...	1
Mrs. Leung Ho Kin ...	1
Mrs. Ho ...	1
Master Tong ...	1
Mrs. Tong ...	1
Mrs. Tong ...	1
Mrs. Chan ...	1
Miss Tong ...	1
Miss Siu S. Tong ...	1
Mrs. Tong Hok Ting ...	2
Mr. F. Tee Iat ...	1
Mr. Wong Lai Foo ...	1
Mrs. Rose Tee Iat ...	1
Mr. Yung Tin Fun ...	1
Mr. Sui Ying Chow ...	5
Chinese Staff S. S. Taishan ...	4
	659.50
Previously acknowledged ...	6,113.50
	\$6,773.00

## Coolies' Combat.

"It is alleged the second defendant owed the first defendant a few cents for coolie hire," said Inspector Sullivan to Mr. F. A. Hazeldan, in referring to a case in which two Chinese were charged with fighting. To obviate any chance of the men entering into another combat, his Worship inflicted a fine of \$3 in each case and bound defendants over to keep the peace.

## TO-DAY'S ADVERTISEMENT.

## NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LIJN, JAVA-PACIFIC LIJN.

## THE Steamship

"TIJEMBANG," having arrived from SAN FRANCISCO.

Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after October 28, 1916, will be subject to rent.

All Claims against the Steamer must be presented to the Under-Insured on or before October 31, 1916, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on October 23, at 10 a.m. by the Company's surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LIJN, Hongkong, October 21, 1916.

## DAIRY FARM NEWS.

## JUST ARRIVED

## NEW SHIPMENT OF

## SELECTED

FINNAN HADDOCKS.

FILLET HADDOCKS.

KIPPERS.

## SAKURA BEER



SOLE AGENTS:

SUZUKI & CO.

TEL 468

ALEXANDRA BUILDING.

## NORTH BRITISH

AND

## MERCANTILE

## INSURANCE CO.,

in which are vested the shares of THE OCEAN MARINE INSURANCE CO., LTD.

AND THE RAILWAY PASSENGERS ASSURANCE CO.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents.

## Yorkshire

Insurance Co., Ltd.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

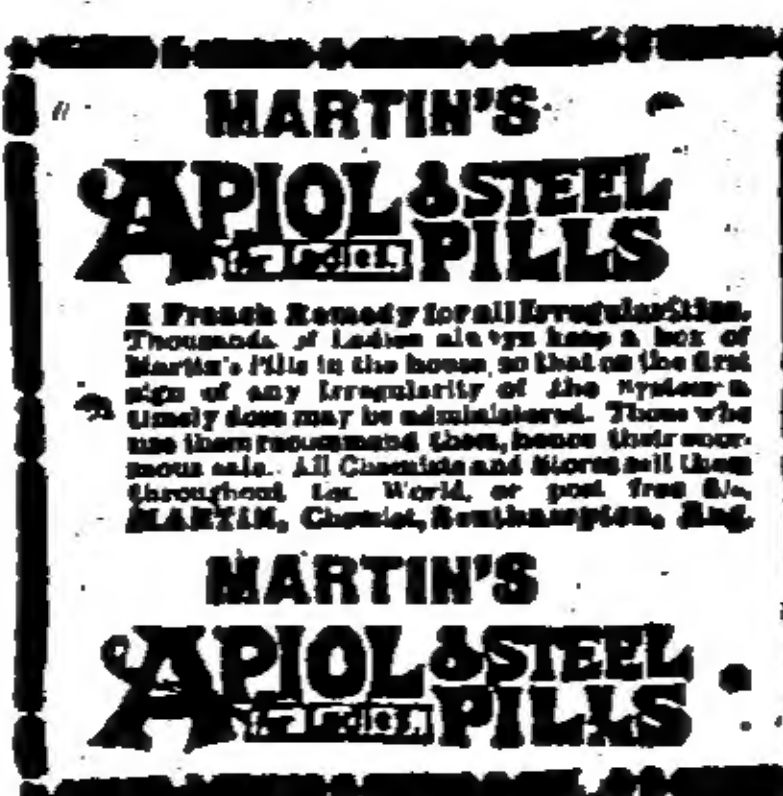
AGENTS.

## ULDERUP &amp; SCHLUTER in Liquidation.

CREDITORS are required to send in their claims to the Undersigned on or before TUESDAY, October 31, 1916.

W. G. HUMPHREYS & CO. No. 16 Queen's Road Central, Liquidators.

Dated September 27, 1916.



## TO-DAY'S ADVERTISEMENT.

## NOTICE

A. B. THE SWEDISH TRADING CO., IN CHINA, LTD.

MR. ARTHUR NILSSON, having resigned his position as Managing Director of this Company's business in Hongkong and China, no longer holds the Company's Power of Attorney. By order of the Board of Directors, I have to-day assumed charge of this Company's business in Hongkong and in China. GUNNAR LUDIN, York Buildings, Hongkong, October 21, 1916.

## MAN LOONG.

FIRST-CLASS PRESERVES, CANNED AND SOY MANUFACTURERS.

Factory at Yuenai.

OFFICE: No. 36, Des Voeux Road, W. Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Jellies are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to the business and sanitary arrangements.

## CONSIGNEES

FRANK WATERHOUSE & CO., INC.

NOTICE TO CONSIGNEES.

From SEATTLE, KOBE, AND MOJI.

## THE Steamship

"TENSHO MARU"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by October 26, at 5.00 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on October 26, 1916, at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD. Agents.

Hongkong, October 19, 1916.

## COLLARS

ALL SHAPES  
QUARTER SIZES

"SUMMIT"

45 cts each

(Made in Ireland)

6 FOR \$2.40.

"ARROW"

35 cts each

(Made in America)

6 FOR \$2.00.

WE ALSO STOCK SHIRTS FOR DAY AND EVENING WEAR IN THESE RELIABLE MAKES.

MACKINTOSH & CO., LTD.

Men's Wear Specialists,

16, DES VOEUX ROAD.

Wm. Powell Ltd  
TELEPHONE 346

## FOR QUALITY.

THIS WEEK  
SPECIAL SHOW OF  
GENTLEMEN'S

HIGH-CLASS PYJAMAS.

These are skillfully made in every detail, which will assure you comfortable & perfect fitting garments.

STOCKED IN ALL THE LEADING FABRICS.

COLUMBIA RECORDS

BY

THE ROYAL GUARDS' BAND.

237	"WILLIAM TELL" ...	OVERTURE PART 1 (AT DAWN).
238	"WILLIAM TELL" ...	OVERTURE PART 2 (THE STORM).
105	"MORNING, NOON & NIGHT" ...	OVERTURE PART 3 (THE CALM).
106	"PIET AND PEASANT" ...	(FINALE).
107	"RIENZI" ...	OVERTURE
	"ZAMPA" ...	OVERTURE
	"PIQUE DANCE" ...	OVERTURE

THE ANDERSON MUSIC CO., LTD.

6, DES VOEUX ROAD.

TEL. 1322.

CLIFFORD WILKINSON'S

TANSAN

IN FULL SWING



SOLE AGENTS:—

CANDE, PRICE & CO., LTD.,  
Tel. No. 135. 6, Queen's Road Central, Hongkong.



## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	NYANZA Capt. J. Gaunt R.N.R.	about 27th Oct.	Direct Service.
LONDON via Singapore, Pang, Cbo, Port Said & Marseilles	NORE Capt. D. Asbury	noon 3rd Nov.	Direct Service.
SHANGHAI, Moji and Kobe	MALTA Capt. C. C. Taibot R.N.R.	about 8th Nov.	Direct Service.
L'DON & Bombay via S'pore, Pang, Cbo, Port Said & Marseilles	NYANZA Capt. J. Gaunt R.N.R.	noon 17th Nov.	Connecting at Colombo with Mail Steamer MONGHRA.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to:

P. & O. S. N. Co.'s office,  
Hongkong, 20th Oct., 1916.  
E. V. D. Farr,  
Acting Superintendent.

## SHIPPING

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Teneriffe	Hirano Maru Capt. Fraser T. 16,000	THURS., 2nd Nov. at noon.
VICTORIA, B.O., and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Kaga Maru Capt. Tazawa T. 12,500	THURS., 16th Nov., at noon.
SYDNEY & MELBOURNE via S'pore, Penang, Malacca, Cbo, Port Said, Island, Townsville, and Brisbane	Kamamura Maru Capt. Kawajima T. 12,500	TUES., 31st Oct., at noon.
BOMBAY via S'pore, Malacca, Cbo, Port Said, Island, Townsville, and Brisbane	Yokohama Maru Capt. Terada T. 12,500	WED., 22nd Nov., at noon.
SHANGHAI & Kobe	Heishin Maru Capt. Sasaki T. 6,000	MONDAY, 6th Nov.
SHANGHAI & Kobe	Aki Maru Capt. Yoshikawa T. 13,500	TUES., 14th Nov., at 11 a.m.
SHANGHAI & Kobe	Kirin Maru Capt. Sasaki T. 8,000	SUNDAY, 12th Oct.
BOMBAY via S'pore, Malacca, Cbo, Port Said, Island, Townsville, and Brisbane	Bombay Maru Capt. Shinohara T. 8,000	WEDNESDAY, 25th Oct.
SHANGHAI & Kobe	Rangoon Maru Capt. Kobayashi T. 8,000	SATURDAY, 12th Oct.
SHANGHAI & Kobe	Ceylon Maru Capt. Tada T. 10,000	MONDAY, 30th Oct.
NAGASAKI, Kobe and Yokohama	Tango Maru Capt. Soyeda T. 13,500	SAT., 11th Nov., at 10 a.m.
SHANGHAI, Kobe and Yokohama	Kamo Maru Capt. Shimidzu T. 16,000	FRI., 27th Oct., at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.

Destination.	Steamers.	Sailing Date
NEW YORK via Shanghai, Kobe, Yokohama, Yokohama, Sa, Francisco, Panama and Colon	Suyama Maru Capt. T. Date T. 15,000	TUES., 24th Oct., at 10 a.m.
	Kanagawa Maru Capt. Nojiri T. 12,500	Middle of November.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE—VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	Leave Hongkong
Shinyo Maru	22,000	21 knots	1st Nov.
Korea Maru	18,000	18 knots	29th Nov. at noon.
Siberia Maru	18,000	18 knots	13th Dec.
Tenyo Maru	22,000	21 knots	19th Dec.

Persia Maru 9,000 - 14 knots 20th Nov.

1st class to London G\$348. (271.10.0.) return G\$679. (5122).

to San Francisco G\$450. return G\$437.50.

Via Manila, Omitting Shanghai. \* Cargo only. \* Proceeding to South America Ports.

\* For the voyage the Persia Maru will call at Honolulu.

Special Rates given to NAVAL &amp; MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, LOILOLO, LOS ANGELES, SALINA CRUZ PANAMA, CALLAO, IQUIQUE and VALPARAISO, THENCE BY TRANSANDAN ROUTE TO BUENOS AIRES, ETC.

Steamer Tons &amp; Speed Leave Hongkong

Seiyo Maru 14,000 - 13 knots 9th Nov. at noon.

For Full Particulars as to Passage &amp; Freight, apply to T. DAICO, Agent.

KING'S BUILDINGS, Telephone No. 291.

## JAVA PACIFIC LINE

OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Karimoon 11th Nov. S.S. Arakan 11th Jan.

Tjikembang 12th Dec. Tjisondari 11th Feb.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

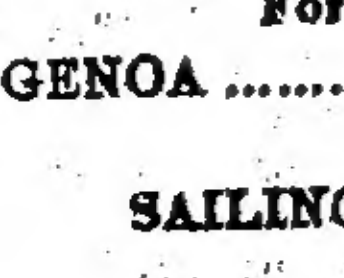
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN. Managing Agents.

Hongkong, York Buildings.



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For Steamer Date of Departure end of November

GENOA Merionethshire

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215 8th. Ex. No. 10. Agents.

## SHIPPING

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI via SWATOW...Yingchow	.....	22nd Oct. at 10 a.m.
NEWCHWANG...Kiukiang	.....	24th Oct. at 4 p.m.
MANILA, OREBU & ILOILO Tean	.....	24th Oct. at 4 p.m.
SHANGHAI...Chenan	.....	24th Oct. at 4 p.m.
SHANGHAI...Sinkiang	.....	25th Oct. at 4 p.m.
HAIPHONG...Kailong	.....	27th Oct. at 10 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Twin Screw Steamers "Chinua," "Taming," and "Teau."

Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" &amp; "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to BUTTERFIELD &amp; SWIRE, Agents.

Telephone No. 36. Hongkong Oct. 21, 1916.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjitaroen	SHANGHAI	2nd Nov.	4th Nov.	JAVA.
Tjililong	KOBE	3rd Nov.	6th Nov.	JAVA & MAKASSAR
Tjibodas	JAVA & MAKASSAR	13th Nov.	17th Nov.	KOBE
Tjikini	JAVA	11th Nov.	14th Nov.	SHANGHAI

\* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Building.

Telephone No. 1573.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans	21st Oct.	10th Nov. at 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to Gibb, Livingston &amp; Co.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	J. W. Evans	WED., 25th Oct. at 11 a.m.
Haiching	J. S. Thomson	FRI., 27th Oct. at 11 a.m.
Haiching	W. C. Passmore	TUES., 31st Oct. at 11 a.m.

FOR SWATOW. Haiching | W. C. Passmore | MON., 16th Oct. at noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to Douglas Lapraik &amp; Co., General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Sat., 21st Oct. at 3 p.m.
SHANGHAI via Swatow	Choyang	Sun., 22nd Oct. at 4 p.m.
HOIHOW & Haiphong	Loksang	Tues., 24th Oct. at 7 a.m.
SHANGHAI	Wingsang	Wed., 25th Oct. at 4 p.m.
SANDAKAN	Mausang	Fri., 27th Oct. at 3 p.m.
MANILA	Yuensang	Sat., 28th Oct. at 3 p.m.
S'PORE, Pang & Ocutta	Kumsang	Wed., 1st Nov. at noon.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.

† Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawau, Uluatan, Jesselton and Labuan.

Under Straits Government Passport Regulations.

All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, Apply to JARDINE, MATHESON &amp; CO., LTD. General Managers.

Telephone No. 215.

## LOG BOOK.

C.N.C. Officers' Accommodation.

Alterations in the accommodation of officers in the China Navigation Co. are being carried out as rapidly as circumstances permit and several of the older vessels are being improved by the addition of another room in the starboard alleyway. In the Szeo-huen and Chih, this has already been done, the second officer being moved from his old room in the after part of the port alleyway to the room formerly occupied by the chief officer while another room is being built on the forepart for the chief officer. It is stated that all the ships of that class are being altered as circumstances permit. "Shipping and Engineering."

Novel Salvage Methods.

An interesting proposal brought forward by Messrs. Brunton Brothers, of St. Stephen's House, Westminster, of preventing the sinking of ships damaged below the water-line by collision or other means depends on what seems at first sight the paradoxical expedient of pumping more water into them. Supposing that a bow compartment has been injured and water is entering, their method is to pump the main circulating discharge water into a stern compartment, and fill it to a height above the water line; the "head of water" thus created depresses the stern and raises the bows, the water in the bow compartment being then free to run out by the holes through which it entered until its level is the same as that of the outside sea. As this happens it becomes possible to discharge some of the water in the stern compartment, because only so much of it is required as will counter-balance the weight of the material of the bows, the water in the bow compartment open to the sea having no effective weight on the ship and forming, as it were, a part of the sea, and not of the ship. The final result is that the vessel is brought to an even keel her draught is greater than before the accident, but she contains less water than she did when she was down by the head with her bow compartment flooded. Damage to the side is dealt with in a similar manner. Supposing that, in a vessel having an inner skin or longitudinal bulkheads, three of the starboard side compartments have been opened to the sea, then water would be pumped into one of the corresponding compartments on the port side, destroying buoyancy and adding weight until the list is counteracted. Careful and prompt regulation of the amount of water pumped in is essential else the vessel will be liable to capsize towards the side opposite to that on which the damage was inflicted, and Messrs. Brunton claim to be able to keep the amount under exact control by means of valves like those employed in their hydraulic system of working watertight doors. Before the war their method was brought to the notice of a number of German naval architects, and it is thought that it may have been fitted in German warships, thought without adequate means of regulation. This, it is suggested, may account for the fact that in some of the published photographs German ships are seen capsizing to port, although the damage has been to their starboard side. If the Brunton method has been adopted, it is useless to continue firing at the damaged side with the object of sinking the ship; compartments on that side are already open to the sea and the shots, unless they pierce the longitudinal bulkheads can do no further harm. The attack should, therefore, be continued on the other side. Similarly, if the forward compartments of a ship fitted with the Brunton arrangement are flooded, it is not only futile, but even detrimental from the point of view of sinking her, to fire at her bows, since the only effect can be to knock away some more of their material, and thus decrease their weight. The object should rather be to pierce the stern compartment, and thus liberate the water, which by its counter-balancing effect, is holding the bows out of the water against the pull which gravity is exerting on the material of which they are composed. Messrs. Brunton can show a series of experiments and models illustrating the theory and action of their method.—Exchange.

THE ALEXANDRA CAVE

Just arrived, Large Shipments of Choice Hams.

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QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days

Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

EMPRESS OF RUSSIA and EMPRESS OF ASIA

16,850 tons Gross Register, Quadruple Screw, Speed 21 Knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

EMPRESS OF RUSSIA 2 Nov. EMPRESS OF RUSSIA 28 Dec.

Monteagle. 7 Nov. EMPRESS OF JAPAN 10 Jan.

EMPRESS OF JAPAN 15 Nov. Monteagle 3 Feb.

EMPRESS OF ASIA 30 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

P. O. BUTTERLAND, General Agent, Passenger Department, Hong Kong.

J. H. WALLACE, General Agent, Hong Kong.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Gregory Apar," tons 4,604, Capt. will be despatched for Shanghai, Kobe &amp; Moji on the 23rd instant.

WESTWARD.

The S.S. "Japan," tons 6,013, Capt. J. R. O'Sullivan, will be despatched for Singapore, Penang, Rangoon &amp; Calcutta on the 20th inst.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.,

Hongkong, Oct. 17, 1916.

Agents.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

LONDON Karonga 25th October.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

General Agents,

or to REISS &amp; Co. Canton

Hongkong, 12th Oct., 1916.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215.

Agents.



## SHIPPING.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The S.S. "van SPIELBERGEN"

[This vessel plies regularly between HONGKONG &amp; BELAWAN DELI (Sumatra) via Swatow.]

Next departure from Hongkong: October 25, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a fully qualified surgeon.

For freight and passage apply to—

Yok Building, Tel. 1574.  
Hongkong, 29th May, 1916.JAVA-CHINA-JAPAN LIJN.  
Agents.

## PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA."  
14,000 tons Each.

Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

S.S. "VENEZUELA" ...  
S.S. "COLOMBIA" ...  
S.S. "ECUADOR" ...

These steamers have the most modern equipment including  
ALL LOWER BERTHS and Large  
Comfortable Staterooms (all six and two berths only).

The Safety and Comfort of Passengers is our First Consideration.  
For further information, rates, literature, schedules etc.,  
Apply to—

Company's Office in  
ALEXANDRA BUILDING,  
Chater Road.

Telephone No. 141.

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FORWARDERS TO ALL PARTS OF THE WORLD.  
SPECIAL ATTENTION GIVEN TO THE  
SHIPPING OF TOURISTS' BAGGAGE AND  
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.  
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BUILDERS OF SHIPS, ENGINES,  
BOILERS

Of all Types and Sizes. Repairers, Salvors,  
Forgemasters, Brass and Iron Founders,  
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GRAVING DOCK.

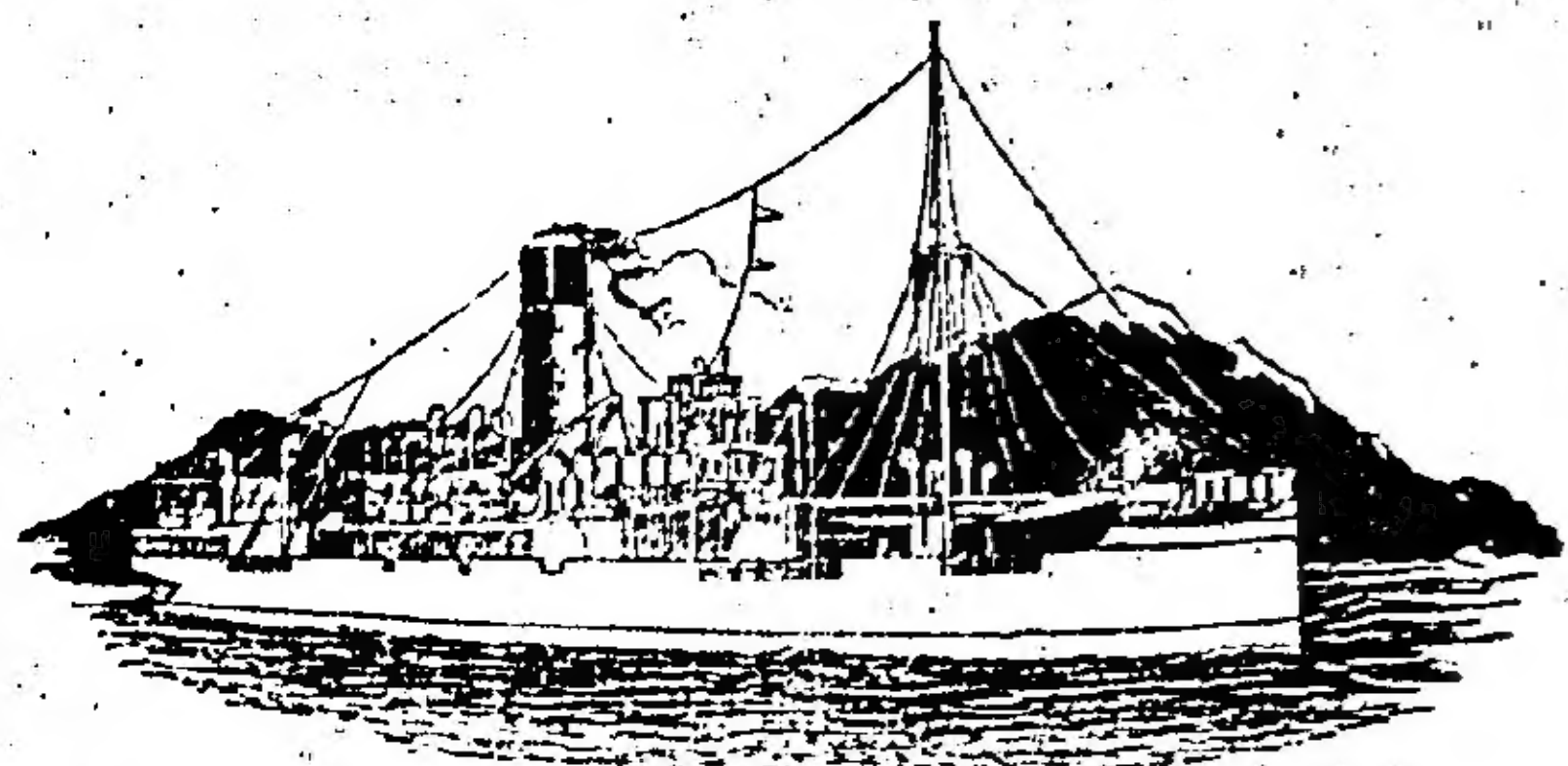
78' x 88' x 34'-6"

PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement.

ELECTRIC CRANES

Ranging up to 100 Tons.



S.S. "KAJANG" launched April, 1916.

OXY-ACETYLENE

and Electric Welding Systems.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.  
Mr. ROXBURGH, Manager THORNYCROFT'S Representative, is at present in  
Hongkong and may be seen by appointment.

Marine & Road Motors, Light Draft Carriers,  
Gunboats, Speedy Launches, Harbour Craft,  
Houseboats and Pleasure Craft of every description.  
Motor Pumping Sets, Motor Vehicles, &c.

THE TAIKOO DOCKYARD AND  
ENGINEERING COMPANY,  
OF HONGKONG, LIMITED.  
BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN, AGENTS.  
Tel. Address "TAIKOODOCK" Tel. No. 212.

## VESSELS LOADING AND TO LOAD.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Ports	Karanga	B. L. Ltd.	25, Oct.
London via Cape Town	Hirano M.	N. Y. K.	2, Nov.
London via Ports	Nore	P. & O.	3, Nov.
London via Ports	Nelus	B. & S.	6, Nov.
Liverpool via Ports	Ajax	B. & S.	7, Nov.
London via Ports	Pyrrhus	B. & S.	7, Nov.
London via Ports	Nyanza	P. & O.	7, Nov.
London via Cape Town	Kaga M.	N. Y. K.	6, Nov.
Genoa	Mer'shire	J. M. Co.	end Nov.

## NEW YORK, SAN FRANCISCO AND CANADA

Boston and New York	Newby Hall B. L. Ltd.	23, Oct.
New York via Panama	Tsuyama M. N. Y. K.	24, Oct.
Victoria, B.C., & Seattle	Kam'ura M. N. Y. K.	31, Oct.
San Francisco via Manila	Shinyo M. T. K. K.	1, Nov.
Vancouver via Japan	E. of Russia C. P. O. S.	2, Nov.
Vancouver via Japan	Monteale C. P. O. S.	7, Nov.
South American Ports	Seiyo M. T. K. K.	9, Nov.
Boston and New York	Egremont C. D. & Co.	10, Nov.
San Francisco via Japan	Karimoon J. C. J. L.	11, Nov.
Vancouver via Japan	E. of Japan C. P. O. S.	15, Nov.
New York via Panama	Kanagawa M. T. K. K.	15, Nov.
San Francisco via Japan	Hina C. M. S. S.	15, Nov.
Seattle and Japan	Talhybus B. & S.	21, Nov.
Victoria B.C., via Japan	Y'hama M. N. Y. K.	22, Nov.

## AUSTRALIA.

Australia via Manila	Taiyuan B. & S.	3, Nov.
Australia via Manila	Heishia M. N. Y. K.	6, Nov.
Australia via Manila	St. Albans G. L. Co.	10, Nov.
Australia via Manila	Aki M. N. Y. K.	14, Nov.

## SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Shanghai, Moji and Kobe	Rangoon M. N. Y. K.	1, Oct.
Manila	Loongang J. M. Co.	1, Oct.
Shanghai via Swatow	Yingchow B. & S.	22, Oct.
Shanghai via Swatow	Choyang J. M. Co.	22, Oct.
Hoihow and Haiphong	Loksaag J. M. Co.	24, Oct.
Shanghai, Kobe and Moji	Gregory A. D. S. & Co.	24, Oct.
Manila, Cebu and Hoiho	Teau B. & S.	24, Oct.
Shanghai and Japan	G. Apear B. & S.	24, Oct.
Newchwang	Chenau B. & S.	24, Oct.
Shanghai	Kiuking B. & S.	24, Oct.
Swatow, Amoy and Foochow	Van S. D. L. & Co.	25, Oct.
Belawan Deli (Sumatra) via Swatow	Haihong J. C. J. L.	25, Oct.
Bombay via Ports	Bombay M. N. Y. K.	25, Oct.
Shanghai	Wingsang J. M. Co.	25, Oct.
Vladivostok	Mer'shire J. M. Co.	26, Oct.
Shanghai	Sinkiang B. & S.	26, Oct.
Shanghai, Moji and Kobe	Nyanza P. & O.	27, Oct.
Shanghai to Yokohama	Kamo M. N. Y. K.	27, Oct.
Sandakan	Mausang J. M. Co.	27, Oct.
Swatow, Amoy and Foochow	Haitan D. L. Co.	27, Oct.
Haiphong	Kaifong B. & S.	27, Oct.
Manila	Yuenang J. M. Co.	28, Oct.
Calcutta via Ports	Kirin M. N. Y. K.	29, Oct.
Shanghai and Kobe	Ceylon M. N. Y. K.	30, Oct.
Swatow, Amoy and Foochow	Haiching D. L. & Co.	31, Oct.
Singapore, Penang and Calcutta	Kumsang J. M. Co.	1, Nov.
Shanghai and Japan	Oania B. & S.	3, Nov.
Java	Titaroom J. C. J. L.	4, Nov.
Manila	Talhybus B. & S.	5, Nov.
Java and Makassar	Malta P. & O.	8, Nov.
Shanghai, Moji & Kobe	Tikiini J. C. J. L.	14, Nov.
Shanghai	Cyclops B. & S.	15, Nov.
Shanghai and Japan	Ningchow B. & S.	16, Nov.
Kobe	Tibodas J. C. J. L.	17, Nov.

## NOTICE.

## E. HING

WING WOO STREET

SHIP CHANDLERS & GENERAL STOREKEEPERS.  
STEEL, IRON, BRASS & METAL MERCHANTS.  
WHOLESALE & RETAIL IRONMONGERS.

TELEPHONE 1116.

## TO SAIL

FOR BOSTON &amp; NEW YORK.

S.S. "ECREMONT CASTLE"

10th November.

It is intended that the above  
vessel will proceed via Panama  
Canal.

DODWELL &amp; CO., LTD.

Agents.

FRANK WATERHOUSE AND CO., INC.

FOR SAN FRANCISCO.

THE Steamship

"KEISHIN MARU"

will be despatched for the above  
port early in November.

FOR VANCOUVER AND SEATTLE.

THE Steamship

"TENSUO MARU"

will be despatched for the above  
ports early in November.

For Freight and further particu-  
lars apply to—

JARDINE, MATHESON &amp; CO., LTD.

Tel. No. 215, Sub. Ex. No. 10.  
Hongkong, October 14, 1916.

## TO SAIL

FRANK WATERHOUSE AND CO., INC.

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"CISHUN MARU"

will be despatched for the above  
ports on October 14, 1916.

FOR SINGAPORE.

THE Steamship

"TENSUO MARU"

will be despatched for the above  
port on October 20, 1916.

For Freight and further particu-  
lars apply to—

JARDINE, MATHESON &amp; CO., LTD.

Agents.  
Tel. No. 215, Ex. No. 10.  
Hongkong, October 7, 1916.

For the best Meals, Refresh-  
ments, Bread, Cakes and Con-  
fectionery at before-the-war  
prices. ALEXANDRA CAFE.

## MOVEMENTS OF STEAMERS.

## CANADIAN MAIL.

The C. P. O. S. s.s. EMPRESS OF  
RUSSIA arrived Nagasaki on Tuesday,  
the 19th Oct., at 8 a.m., left Nagasaki on  
Thursday, the 19th Oct., at 5 p.m.

## MERCHANT STEAMERS.

The China Mail S.S. Co. Steamer  
CHINA left San Francisco on October 14,  
and may be expected to arrive in Hong-  
kong on or about November 8.

The s.s. KARONGA is expected from  
New York on the 23rd inst.

## VESSELS IN PORT.

## Steamers.

Wiley, Br., s.s. 4399, Ruthen, 4th Sept.—  
Vunara, Bay, 10th Aug. Gen.—J. L.  
August Belmont, Br., s.s. 2967, Clarie,  
8th Sept.—Batavia, 3rd Aug.  
Takana, Br., s.s. 270, Matthews, 7th Oct.—  
Haiphong, 5th Oct. Gen.—J. M. & Co.  
Kurohime M. Jan., s.s. 2394, Ni hikawa,  
8th Oct.—Moji, 3rd Oct. Gen.—  
N. Y. K.  
Horga, Br., s.s. 3551, Man, 10th Oct.—  
Luzon M. Jan., s.s. 2846, Watson, 10th  
Oct.—Moji, 5th Oct. Gen.—O. S. K.  
Chicago M. Jan., s.s. 3636, Sumekawa,  
15th Oct.—Manila, 10th Oct. Gen.—  
O. S. K.  
Kumsang, Br., s.s. 2077, Wheeler, 13th  
Oct.—Singapore, 5th Oct. Gen.—  
J. M. & Co.  
Japan, Br., s.s. 3866, Sullivan, 15th Oct.—  
Kobe, 9th Oct. Gen.—D. S.  
Telemachus, Br., s.s. 1340, Fraser, 16th  
Oct.—Saigon, 11th Oct. Rice—  
China.  
Loonang, Br., s.s. 1095, Mathews, 17th  
Oct.—Manila, 14th Oct. Gen.—J. M. & Co.  
Taming, Br., s.s. 1356, Penelope, 17th  
Oct.—Hoihow, 12th Oct. Sugar—B. & S.  
Kaio M. Jan., s.s. 1929, Murakami, 18th  
Oct.—Swatow, 17th Oct. Gen.—  
O. S. K.  
Tenabo M. Jan., s.s. 2005, Tunka, 19th  
Oct.—Singapore, 5th Oct. Gen.—  
J. M. & Co.  
Chenau, Br., s.s. 1354, M. cham, 20th Oct.—  
Singapore, 17th Oct. Gen.—B. & S.  
Daiya M. Jan., s.s. 1929, Murakami, 18th  
Oct.—Swatow, 15th Oct. Coal—  
M. B. & K.  
Haimon, Br., s.s. 786, Russell, 20th Oct.—  
Sai on, 14th Oct. Rice—C. & C.

## TO SAIL

MITSUI BUSSAN KAISHA,  
LIMITED.

## SOUTH AMERICAN LINE.

## THE Steamship

"IKOMASAN MARU"

will be despatched from Hong-  
kong by the Toyo Kisen Kaisha,  
about October 18, for Japan,  
San Francisco, Balboa and  
South American Ports.

T. DAIGO,

Agent.

The Toyo Kisen Kaisha.

## VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
G. L. & Co.	St. Albans	12,500	Oct. 21	Australia
N. Y. K.	Kamakuwa Maru		Oct. 22	Victoria B.C.
S. T. & Co.	Karanga		Oct. 23	New York
B. & S.	Taiyuan		Oct. 26	Australia
P. & O.	Ny-n'a		Oct. 27	London
V. Y. K.	Yotorofu Maru	8,000	Oct. 30	Bombay
N. Y. K.	Katori Maru	21,401	Oct. 31	London
B. & S.	Talhybus	10,224	Nov. 1	Seattle
P. & O.	Nore		Nov. 2	Kobe
B. & S.	Oanfa	9,014	Nov. 2	Liverpool
J. C. J. L.	Tjitaroom		Nov. 2	Shanghai
J. C. J. L.	Tjiliwong		Nov. 3	Kobe
B. & S.	Cvelops	9,132	Nov. 7	Liverpool
P. & O.	Malta		Nov. 8	London
C. M. S. S.	China		Nov. 8	San Francisco
J. C. J. L.	Tjikiini		Nov. 11	Java
B. & S.	Talhybus	10,224	Nov. 13	Manila
J. C. J. L.	Tjibodas		Nov. 13	Java
B. & S.	Ningchow	9,121	Nov. 15	Liverpool
P. & O.	Nyanza		Nov. 16	Kobe
B. & S.	Keemun	9,074	Nov. 17	Liverpool
P. & O.	Nankin		Nov. 20	London
P. & O.	Malta		Nov. 30	Kobe

## NOTICES.

## AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all  
parts of the commercial world.

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AMERICAN EXPRESS TRAVELLERS CHEQUES—  
the best form in which to carry travel funds.

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THE AUSTRALIAN  
ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	25th October.	3rd November.

These steamers are fitted with Refrigerating machinery, ensur-  
ing a plentiful supply of ice, fresh provisions etc., and have superior  
accommodation with Electric Light throughout and Electric Fans in  
the State-rooms. A fully qualified Doctor is carried. Reduced Fares.  
Cargo booked through for all Australian, New Zealand and Tas-  
manian ports.

For Freight or Passage apply to

Butterfield &amp; Swire.

Telephone No. 93.

## TO SAIL

AMERICAN & MANCHURIAN  
LINE.

For BOSTON AND NEW YORK

via PANAMA CANAL.

s.s. "NEWBY HALL"

will be despatched for the above

ports on the 23rd October, 1916.

For Freight and further in-

formation apply to—

THE BANK LINE LTD.

General Agents.

## TO SAIL

GLEN LINE  
(McGREGOR, GOW & CO.) Ltd.  
For Genoa & London.

THE Steamship

"GLENIFFER"

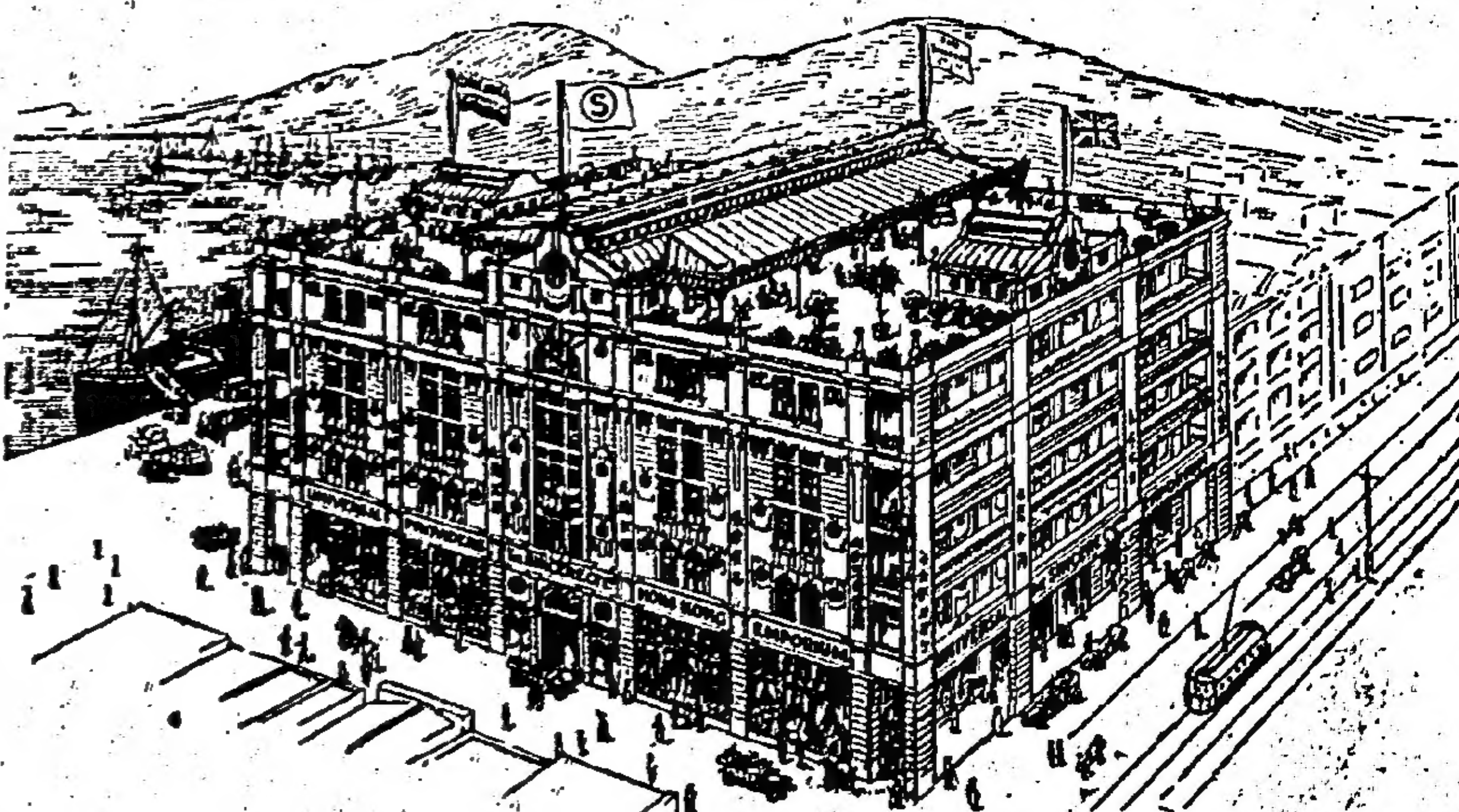
will be despatched for the above  
ports about second half of Decem-  
ber, 1916.

For freight, passage and further

information, apply to

SHEWAN TOMES &amp; CO.

Agents.



## THE SINCERE CO., LTD.

UNIVERSAL PROVIDERS.

THE LARGEST MODERN DEPARTMENT STORE IN THE EAST.

AIRIEST, CLEANEST AND COOLEST IN EVERY RESPECT.

WITH ELEVATORS TO EVERY FLOOR.

REPRESENTATIONS ON THE ROOF GARDEN. PRICES MODERATE.

TEL. 1047 AND 1048.



SHARE MARKET  
QUOTATIONS.

Up to the Minute.

11 a.m.	
Banks.	n. \$ 765.00.
H.K. Fire. b. & s.	\$ 387.00.
Douglases.	b. \$ 123.50.
Indos (Def.)	a. \$ 123.50.
Sagars.	a. \$ 129.00.
Malabous.	b. \$ 39.50.
K'loon Docks.	b. \$ 133.00.
S'hai Docks.	b. \$ 85.50.
Humphreys E. & b.	\$ 7.00.
Ewos.	n. T 160.00.
S'hai Ottous.	n. T 111.00.
Yangtseespoos.	b. T 8.00.

## LANGKAT OUTPUT.

Messrs. Benjamin and Potts  
advise us that the Langkat output  
is as follows:

October	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	118	122	112	101	137	118	126	107	116	113	125	130	118	109	116	103	112	100	97	110

Total to 20th inst. 2,310

Daily average 115.50

DESERTIONS AND  
COWARDICE.Insurrection on the  
German Front.

The following extracts from the notebook of a German officer of the 127th Regiment of Infantry, who was made prisoner during the Somme battle—supplied from a semi-official source—describe in an eloquent manner the devastating effects of the British artillery and the profound impression it makes on the moral of the enemy's troops. Writing during the bombardment which preceded the attack by the Canadians on Hill 60 on June 13, he says:—

"June 12, 1916.—The 125th Regiment is close to us. I have learned that a whole squad of the 125th refused to advance any further, preferring to be killed where they were. There will be no need to say what happened to them. It is quite certain that the artillery fire is absolutely frightful, but I should never have thought that such disobedience was possible."

The following was written on arrival at the Somme front:—

"July 30.—What one hears is almost unbelievable. The troops here had merely a single first line position instead of two or three, as we have. Their transport wagons were protected by concrete, were not able to move. Some had their axles broken, and others their wheels, etc. The lesson of the Champagne fighting has been wasted on us. That is why there has been such a great loss of transport. Moreover, the vehicles carried no arms, with the result that enemy aviators were able to do us an enormous amount of damage from quite a moderate height."

"August 1.—There is a terrible disorder on the whole front, and we cannot ascertain our position. The number of cases of men deserting their posts is increasing enormously. Yesterday one man of our company thought fit to go for a stroll as far as Equancourt. The commander of the garrison stopped him and telephoned to the battalion. The regiment is likely to become an object of ridicule."

"Another regiment has declared positively that it would not return to the trenches, and all the obligations of Captain G. were unavailing. The number of men taken ill is also increasing. A reserve lieutenant went on the sick list because somebody trod on his foot. Some of our men are absolute cowards, and seize every opportunity to get away from the company."

NEW LIMBS FOR  
WOUNDED.Hospital Miracles at  
Rochampton.

It would hardly be too much to say that the modern surgeon feels that a case has got the better of him when the amputation of a limb, or even part of a limb becomes necessary. With what skill he is repairing and building up men broken by the enemy has been described already; but there still remains a balance of cases in which the old-fashioned amputation is unavoidable. Nor is it a negligible balance, for 2,854 men have already passed through Queen Mary's Convalescent Auxiliary Hospitals at Rochampton, "for sailors and soldiers who have lost their limbs in the war."

The Rochampton hospital is the crowning wonder of our military hospital system, says a writer in the *Daily News*. It is not an institution helping a few favoured people. Every man, of every rank, in any of the King's Forces who requires a false leg, or foot, or arm, or hand, has a right to receive treatment there. And the treatment is, without any question, the finest science can afford. Men are going out into the world again from Rochampton, after a stay of from three weeks to a month, at the rate of eighty a week, equipped with appliances that it is doubtful if even the wealthiest could have procured in such perfection two years ago.

A visit to the hospital is full of surprises. You meet not one or two, but dozens of one-legged men who walk with hardly any perceptible jerk or limp; in some cases, generally where the leg has been amputated just below the knee, it is impossible to tell in the absence of an examination which limb is false and which real. Men lacking legs altogether are moving briskly about the beautiful, cedar-shaded grounds without the help of stick or crutch. Some will even run for you—very proudly. Or you may be shaken hands with a soldier who has lost his right arm just below the shoulder, and has in its place a wonderful apparatus of wood and steel, whose movements he can control by means of the muscles left in the stump. He stoops down, picks up a stone and throws it; then takes a match from a box and lights a cigarette, all by the use of an uncannily prehensile wooden hand.

All the limbs are made on the premises by five English and two American firms, each of whom has his speciality, so that every patient has his needs precisely met. America has been able to teach us a great deal in the matter of leg and arm making, partly, no doubt, on account of the much higher amputation rate that existed in the Union States as compared with the United Kingdom before the war. Our own rate was as low as 500 a year, which gave but little stimulus to the trade.

The workshops, supplied with electric power, are models of efficiency, the whole range more like an up-to-date factory than a department of a hospital. You gather in the course of a short tour all sorts of curious information, such as—that all legs are made from red willow wood; that some of the newest types of limbs have ball-bearing joints like bicycles; that one of the American devices found to be most valuable is the shrinking on to each limb of a casing of raw calf-skin; and that a large proportion of the mechanics employed in the industry are themselves maimed and able to demonstrate the utility of the apparatus they make. One of the new legs complete from the hip downwards weighs from 12lb. to 14lb., and a leg attached below the knee no more than 6lb. or 7lb. Compare this with the 20lb. which is the average weight of a full-grown man's natural leg!

Passing the billiard-room, where one armed man makes breaks of 20 and over, and greeting on the way a one-legged cyclist who rides with the grace and facility of an expert, you reach one of the most important branches of the institution—the trade workshops. Every man during his month's residence at

## COLOURED TROOPS.

Shipowners Offer to Raise  
A Regiment.

Mr. R. P. Houston, M.P., is a powerful advocate of the use of coloured troops, and in the course of a letter to *Reynolds Newspaper*, he makes the very interesting admission that as far back as last year he offered to the Government at his own expense to "raise, equip, and train a regiment of Basutos, Zulus, or others of the fighting races of South Africa." The following is an extract from the letter to our contemporary:—

"As early as May, 1915, foreseeing the demands that this war would make upon us, I called the attention of the Government and the House of Commons to our unlimited supply of fine fighting material in South Africa, and subsequently offered at my own expense to raise, equip, and train a regiment composed of Basutos, Zulus, or others of the fighting races of South Africa. My offer was rejected, and my suggestion frowned upon, although I pointed out that France was using to the utmost of her ability the coloured soldiers of her Colonies. There is no reason, other than stupid prejudice, why Great Britain should not do likewise, and in South, West, and East Africa, and amongst the hill tribes of India, we have an enormous reservoir of natural fighting men, only too eager to take their share along with their white fellow-subjects in fighting for civilisation and freedom. Why should they not share the white man's burden in this Armageddon? Is Britain to have her manhood depleted to such an extent during this war that she will be so enfeebled and exhausted after the war that she will not be able to meet the keen competition in the markets of the world of those neutral nations who have embraced the opportunity to grow strong and rich, and our quixotic action in giving them not only the freedom of the seas, but every opportunity to carry out their encroachments on our trades?"

"I was glad the other day to hear Commander Josiah Wedgwood, D.S.O., M.P., erstwhile enthusiastic land taxer, now distinguished amphibian, sailor and soldier both, in various seats of the war, advocate in the House of Commons the use of coloured troops. He can speak with authority, for he was recently with General Smuts in the East African campaign, and had opportunities of seeing the fighting qualities of African troops which cannot claim the prestige of that military nation, the Zulus."

"The Government have had nearly two years for careful consideration of this question. Is it crass stupidity, gross carelessness, or callous indifference which prevents them dealing with it? Do they wish to see Britain depleted of her best and most valuable manhood, her trade ruined, and her revenues exhausted?"

Acting Tuchen's Removal  
Asked For.

The Provincial Assembly of Szechuan has addressed a telegram to the Government requesting the removal of General Lo Poichin, Acting Tuchen of Szechuan, for various reasons. The trouble is believed to have been caused by his disagreement with Mr. Tai Kan, Civil Governor and Co-Director of Military Affairs.

Rochampton is given an opportunity of testing his aptitude for some trade if he is not already master of one, and for this purpose a group of shops has been provided, with machinery and expert teachers. There are 24 occupations on the list, from architecture, through boot-making, cinema operating, and hairdressing, to tailoring and toy-making. Then there is an admirably organised employment bureau, which has already found jobs for 675 discharged patients, and a scheme of after-care which renders it practically certain that all that can be done will be done to make the soldier's life as endurable as his hard case permits.

## STILL MORE MEN.

Mr. Long on the Army's  
Need.

Mr. Walter Long, in a letter to Sir Vesey Strong, the chairman of the City of London Tribunal under the Military Service Act, expressing his appreciation of the tribunal's work, says that the demand for men for the Army is still great, and that all fit men who can be reasonably spared should be made available for military service.

Sir Vesey Strong wrote to Mr. Long on September 8:—

"As chairman of the City of London Tribunal, I had the honour of receiving a copy of your circular letter dated August 26 last, addressed to all local and appeal tribunals, from which I observe that you intimate to all those having the great responsibility of dealing with the important national work that tribunals should bear in mind that the immediate need of the Army for men is still very great, and that exemption should not be granted in any case unless it is quite clearly justified. So far as the work of my own tribunal is concerned I can assure you that we, for many months past, have been anticipating the wishes you are now good enough to express, and have felt that it was our duty to pass through our tribunal as speedily as possible as many men for national service as was consistent with paying due regard to the necessities of the great financial, banking, and commercial interests of the City."

"It may be of interest to you to be informed that, up to the beginning of this month, we have had lodged with us claims amounting to no less than 52,468, and during the same period had dealt with and given awards to 40,807 of that number, leaving rather less than 12,000 to be dealt with, on which we are now engaged. The taking away of men from their civil employment must necessarily impose upon the business of which they form a part, serious inconvenience, and yet so loyal and patriotic have the citizens of London been that the 1,600 appeals have been lodged against the decisions arrived at, and out of these appeals, when heard by the Appeal Tribunal, I cannot call to mind one single case where our decision has been reversed; some have been a little varied, mostly upon fresh evidence, and in the result perhaps postponements granted by us have been slightly extended. This important and extensive work could not have been accomplished within the period of operation had it not been for the fact that all have endeavoured patriotically to support the country's needs."

Eight Months of Daily Sittings.

"My tribunal has sat in sections daily from 11 a.m. until as late as 8 o'clock and even after, and it will be readily understood that the preparation of the work and carrying out all administrative details has been a task of great magnitude, and the Common Council have generously placed at the disposal of the tribunal the staff and all office and court room accommodation gratuitously, together with the services of the Town Clerk. The work itself has been entrusted to and is being carried out by the staff of the Valuation and Rating Department, whose chief officer, Mr. G. O. James, has been invaluable as the principal administrator. As a result of these eight months of daily sittings, the fighting forces of the Crown have been augmented by many thousands of patriotic volunteers, while most of those to whom postponement has been granted—in response to the applications of their employers—have been asked to devote a reasonable proportion of such postponement from active service to military training by becoming effective members of any recognised Volunteer corps most conveniently situated to each, so that by the time their respective periods of postponement expire they shall join the Colours not as raw recruits, but as men with at least the elements of a soldier's drills and duties already mastered."

"We have also secured the most valuable help of many distinguished citizens representing various

POLICE RESERVE  
ORDERS.Orders issued to-day by Mr. J.  
W. Franks, A.S.P. (Reserve)  
state:—Parades. Central Station,  
5.30 p.m.Monday, Oct. 23rd.—Nos. 3  
and 4 Companies (Except R-  
cruits), at Central, under Sergt.  
Major Royleane.Tuesday, Oct. 24th.—Maxim  
Gunnery at Central. Recruits of  
No. 4 Company under O. Sergt.  
Major.Ambulance Platoon.  
The Ambulance Platoon will  
be exempt from Patrols up to and  
including the 31st inst."Our Day".  
Sergeants and P.O.s. on special  
duty in connection with "Our  
Day" (i.e. on the 19th and 21st  
inst.) will be exempted from one  
ordinary patrol.Monthly Magazine.  
There will be a meeting of the  
Magazine Committee on Tuesday  
the 24th, at 6 p.m.

sections of trade and financial interests, who have formed separate preliminary committees for investigation of the many claims lodged. These investigations have in turn been submitted to the representative of the military authorities, with the result that in many cases we have been able to deal with groups of appeals sent in by large employers of labour on behalf of the whole of their staff, although in many cases actually employed in branches located all over the kingdom.

"In addition to this regular work of the tribunal we have, at the request of the Minister of Munitions, examined into the large staffs of the telegraph, maintenance, and cable companies, hitherto badged, with a view of recommending the Munitions Department to release some of these men for active military service. To those requests we have given willing service, and are gratified by the acknowledgment of His Majesty's Minister that our recommendations in regard thereto are highly appreciated by and have proved useful to the Department. We carefully organised our forces in the early stages by many most useful interviews between Major Rothchild, the military representative for the City, and myself on behalf of this tribunal, and I personally feel greatly indebted to all the members of these various sub-committees for the time and devotion shown in this work, to Major Rothchild and his staff of military representatives, to Mr. James and his staff at the Guildhall, and to every individual member of my own tribunal, who have generously disregarded, if not entirely forgotten, the claims of their own respective businesses, and given unsparingly their time and the advantage of their wide commercial and financial experience unreservedly to the service of the State, in which indeed we have all felt it a great honour and privilege to be engaged."

Mr. Long's Reply.

In reply Mr. Long wrote from the Local Government Board on September 11 as follows:—

"My dear Sir Vesey,—I am much obliged to you for your letter of the 8th instant. I am very glad to receive the particulars of the excellent work which has been done by the City of London Tribunal and desire to express my warm appreciation of the services which have been so willingly rendered by you and your colleagues. The task of adjusting the claims of the Army and of industry and finance is one of extreme difficulty, and it would not be possible to carry this out successfully without the generous aid of men well acquainted with the needs of the country. As I intimated in my recent circular, the demand for men for the Army is still great, and I am sure that the Government can rely on tribunals doing their utmost to secure that all fit men who can be reasonably spared shall be available for military service.—Yours sincerely, Walter H. Long."

## NOTICES.

THE DAIRY FARM COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of The Dairy Farm Company, Limited, will be held at the Company's Office, No. 2, Lower Albert Road, Victoria, in the Colony of Hongkong on Monday, the 30th day of October, 1916, at 11.45 o'clock in the Forenoon when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 11th day of October, 1916, will be submitted for confirmation as a special Resolution.

That the Articles of Association be altered in manner following:—

- That Art. II be added to by incorporating therein the following definition:—  
"Dividend" includes bonus.
- That the remuneration of the Board as provided by Art. XV paragraph 10 (as amended) be increased to \$3,500 and that Art. XV paragraph 10 (as amended) be altered accordingly.
- That paragraph 11 of Art. XVII be cancelled and the following paragraph be substituted therefor:—  
"11. To invest and deal with any moneys of the Company not immediately required for the purposes thereof upon such securities and investments (not being shares of the Company) and in such manner as they may think fit and from time to time to vary or realize such securities and investments."
- That paragraph 13 of Art. XVII be cancelled and the following paragraph be substituted therefor:—  
"13. Before recommending any dividend, to set aside out of the profits of the Company such sums as they think proper as a reserve fund to meet contingencies or for equalising dividends, or for special dividends, or for repairing, improving, and maintaining any of the property of the Company and for such other purposes as the Directors shall in their absolute discretion think conducive to the interests of the Company; and to invest the several sums so set aside upon such investments (other than shares of the Company) as they may think fit and from time to time to deal with and vary such investments, and dispose of all or any part thereof for the benefit of the Company and to divide the reserve fund into such special funds as they think fit with full power to employ the assets constituting the reserve fund in the business of the Company, and that without being bound to keep the same separate from the other assets."
- That paragraph 14 of Art. XVII be cancelled and the following paragraph be substituted therefor:—  
"14. To employ the reserve fund for the time being or any portion thereof (and that whether such fund or such portion as is proposed to be dealt with was set aside for the special purpose to which it is proposed to be applied or for any other purpose or not) in or for all or any of the following purposes:—  
"that is to say, in meeting contingencies, in equalising dividends, in paying special dividends or bonuses, in repairing improving or maintaining any of the property of the Company or otherwise in the business of the Company and in or for such other purposes as the Directors shall in their discretion think conducive to the interests of the Company and in regard to any such employment as aforesaid the Directors shall not be bound to keep the reserve fund separate from the other assets."

(i). That the following new paragraphs be added to Art. XXI and numbered respectively 12 and 13.

12. Any general meeting declaring a dividend may make a call on the members of such amount as the meeting fixes, but so that the call on each member shall not exceed the dividend payable to him, and so that the call be made payable at the same time as the dividend, and the dividend may, if so arranged between the Company and the member, be set off against the call. The making of a call under this clause shall be deemed ordinary business of an ordinary general meeting which declares a dividend."
13. Any general meeting declaring a dividend may direct payment of such dividend wholly or in part by the distribution of specific assets, and in particular of paid-up shares or debentures of the Company, or paid-up shares or debentures of any other Company, or in any one or more of such ways, and the Directors shall give effect to such resolution; and, where any difficulty arises in regard to the distribution, they may settle the same as they think expedient, and in particular may issue fractional certificates, and may fix the value for distribution of such specific assets, or any part thereof, and may determine that cash payments shall be made to any members upon the footing of the value so fixed, in order to adjust the rights of all parties, and may vest any such specific assets in trustees upon such trusts for the persons entitled to the dividend as may seem expedient to the Directors. Where requisite a proper contract shall be filed in accordance with Section 90 of the Companies Ordinance 1911 and the Directors may appoint any person to sign such contract on behalf of the persons entitled to the dividend, and such appointment shall be effective."

Dated the 12th day of October, 1916.

M. MANUK,  
Secretary.

G. R.

## EUROPEAN AGENCY.

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## LESSONS IN CHINESE.

M. L. BOWMAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is offered a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.



## TRADE WAR IN CHINA.

## Some Suggestions.

A correspondent who has recently returned from China has contributed to *Engineering* a number of notes embodying his impressions and opinions as to the course which trade is likely to take there after the war, and particularly as to the means the Germans will adopt to maintain the position they have already acquired. These notes are of special interest at the present time, and deserve as wide a circulation as possible. We make the following extracts:—

It would be well for the British manufacturer to recognise that the Paris Trade Conference can do little to assist him to capture or keep the open market abroad; and if he wishes to retain the markets that are under his sphere of influence, he must exert himself, to the utmost, to copy German methods of business, and improve on them. From reports coming from different camps where German prisoners are interned, it appears that Germany is preparing herself to make an attempt to capture the whole Chinese market; German prisoners are being taught the different dialects of the Chinese language. Germany is fully aware that Japan during the present war has attempted to oust her from her hold on this market; and it shows that her past trade with China has been greatly to her advantage, when she, even at a time when that trade is nil, retains men of military age in China to maintain her connection and keep the market open until she is again able to enter into competition.

Before the German representative of his firm in China attempts to do business there he makes a close study of the Chinese character; he learns to understand what the term "face" means to the Chinese, and he is too ready to recognise that "squeeze" or "sharp," which comes under the name of "graft" in the U.S.A., has been inborn in the Chinese race through hundreds of generations. It would be incorrect to say that the only method to secure business in China is to use the graft method, but if a business firm wishes to succeed and have a fair chance of competing on all contracts they must be prepared to recognise where the graft is necessary.

To those connected with Chinese matters it is common knowledge that German merchants in China have secured sufficient contracts during the war to give them a good commercial standing immediately the war is over. These have mostly been secured by graft and sharp practice. At the beginning of the war the Germans refrained from quoting on any large contract, but lately most of the largest contracts have fallen into German hands. When the specification for any large contract is now given out they invite the head Chinese concerned to a magnificent dinner—most Chinese deals are settled over food—a point the Germans have been quick to recognise—convince them that the war will be over in a few weeks, make them a handsome present and secure their permission to insert a clause in their quotation that the material is to be supplied a certain time after the conclusion of the European War. The British firm, not knowing what has transpired, quotes a price for the material to be supplied at the present time. The German this way secures good "face," as he has been able to quote lower than his competitors and has secured the goodwill of the Chinese officials by a little "cushaw" or present, which in no way comes out of his pocket, as his price is higher than the after-war price would be.

There is one method of securing business that is a credit to the German firm, and one that the British manufacturing firms would do well to copy, working through a combine of manufacturers. In the interior, where one would imagine there would be no business, will often be found a large building, the branch office of one of the combines of German manufacturers. There is always to be found there a German engineer and one of

two Chinese shroffs. The engineer, as a rule, is not a man who has been trained in one branch of engineering, but who can talk steam, electricity, oil, pumps, &c., and who spends most of his time touring round the country in his district. The usual conclusion arrived at by the British traveller who sees these places is that they are run at a dead loss. The amazing part is that they more than pay working expenses on the small orders received, the excessive percentage charged compensating them for the smallness of the order. They will receive an order for a dozen packets of needles or for an electric lighting plant with equal civility, and have them sent up from their Hongkong or Shanghai office with the utmost despatch.

The following is an instance where a British firm benefited from the enterprise of one of the German engineers in a branch office in Yunnan Province. A certain mine there had a great deal of trouble with their water supply; the German heard of it and spent some time examining the country round about. He then went up to the mine owner and said, "You have water trouble at this mine?" "Yes." "You will buy a new plant if I can give you plenty of water?" "I must get water soon or I will have to close my mine." "I can get all the water you want by pumping it from that lake 26 li from here." "Impossible!" "I guarantee." "How much?" "The deal was closed on the spot. This was just before the outbreak of hostilities, and the German afterwards was unable to get delivery of the pumps, &c. The idea had been put into the Chinese head, and conditions would not allow him to wait for the conclusion of the war; he therefore arranged with the British Worthington pump people to supply the plant, which ran into thousands of pounds. There was also another pumping plant to be supplied for the same province to pump 48 li.

The German supplies the idea and in many instances, as he is the only European in the district, secures the contract without competition. It is for the British syndicates now being formed to send men out to these open markets who will be able to plan out such undertakings and beat the Germans at their own game. There has been a great lack of enterprise on the part of the British merchant in China in the past, as the following will show, which happened only a few months ago. A traveller was in a certain town in Yunnan Province, and the mandarin informed him that he was forming a company to build a generating station to light up the town; he was also in the market for some mining machinery. The traveller asked a firm of Hongkong engineers to send up a representative to go into the matter. They replied that they would do so on his depositing \$100 as guarantee to cover the representative's expenses. The traveller dropped the matter. Most of the electric lighting plants supplied within recent years to China—and they are not a few—have come from or through German agents. A few weeks before these specifications were given out for the generating plants for the Riverside power station, Shanghai, the size, type, &c., of the machines were known to the different agents in Shanghai. The German agents immediately cabled to their works to build for stock machines to the unauthorised Shanghai specifications. When these were issued the time allowed for delivery was such a short one that only the German firm who had the machines in stock were able to guarantee delivery to time; they therefore secured the order.

A favourite German method to secure work at an excessive profit, especially in the interior, is to work the "extra." The British quotation for a certain electric lighting plant was approximately \$2,500,000 Mex.; the German price \$2,000,000 Mex.; the Germans secured the contract; the whole amount paid to them with extras was approximately \$2,800,000 Mex. They had, through the good offices of some of the Chinese officials, been allowed to insert a clause that certain things in regard to the lighting would be extra, these had been included in the British quotation. Also

the Chinese company by the German contract were required to retain one of the firm's engineers to be responsible for the plant for so many years at a handsome salary, the engineer to be allowed to act as the German representative for the district. This method of retaining a representative in the district is being copied to a large extent by the Japanese.

## THE RHINEGOLD PROBLEM.

## Significant German Memorandum.

In the *Observer*, Philippe Millet writes:—

Paris, Sept. 8.—I hope I shall be excused if I remind our British friends that out of every four bombs which the Zeppe drop over England, three at least come from the iron ore deposits of German Lorraine—from that Rhinegold the Prussian Nibelung stole in 1871.

The problem is such a pressing one both for England and France, that we cannot pay too much attention to what the Germans themselves have said about it, for they are, fortunately, very candid and seldom avoid giving themselves away. So with the Nibelung himself in Wagner's poem, which, after all, is much more German than Wagner's thought in the early days of their enthusiasm.

Now the German manufacturers were kind enough to send to the German Chancellor on May 20, 1915, a secret petition in which they gave all their views as to the importance of the Lorraine ore deposits, and also of the coal question connected with the ore problem. Let us listen to what they have to say. First of all they show what an important part the so-called "minette"—the iron ore from Lorraine—has played in the present war:—

"The manufacture of shells requires a quantity of iron and steel such as nobody would have thought of before the war. For the shells in grey cast iron alone, which are being used, when no superior quality is required, in place of steel shells, quantities of pig-iron have been required for the last months which reach at least 4,000 tons a day. No precise figures are available on this point. But it is already certain that if the output in iron and steel had not been doubled since the month of August the prosecution of the war would have become impossible."

"As raw material for the manufacture of these quantities of iron and steel the 'minette' is assuming a more and more important place, as only this kind of iron ore can be extracted in our country in quickly increasing quantities. "The production in other territories is considerably reduced, and the importation by sea even of Swedish iron ore has become so difficult that in many regions, even outside Luxembourg and Lorraine, the 'minette' at the present moment covers from 60 to 80 per cent. of the manufacture of pig-iron and steel. If the output of the 'minette' were to be disturbed, the war would be as good as lost."

## "Political Influence."

As Luxembourg only yields a small quantity of "minette," it appears from what the German manufacturers say themselves that without the possession of Lorraine the German Empire would have been unable to stand the industrial strain of the war, as it would have been unable in peace time to build up that gigantic and poisonous mushroom called German metallurgy.

But the same secret memorandum contains another statement which is, perhaps, even more striking than the first, as it discloses the main trick of German Imperialism.

"Already to day as the prohibition of the exportation of coal made by the English on the 15th of May proves it again, coal is one of the most decisive means for exerting political influence. The industrial neutral States are compelled to submit to those of the belligerents who can provide their supply of coal. We cannot do it sufficiently at present, and we are compelled even to-day to resort to the production of Belgian coal in order not to allow our neutral

## POST WAR TRADE.

## Pertinent Proposals from India.

The frankness of the proposals from India for conducting trade after the war is distinctly refreshing after what was been called the "spirit of inert flabbiness" which characterises the British Government. The most pertinent suggestions have been made by the Bombay Chamber of Commerce, and the recommendations include temporary measures and measures for the Empire generally, as well as for India particularly. In the former connection it is proposed that for a period of not less than six months after the war no enemy subject at all shall be allowed, except for purposes of State and under special licence, to enter or remain in any part of the British Empire. In addition it is urged that no enemy shipping whatever shall be permitted to enter British ports. In all there are thirty recommendations, and they include such common-sense proposals as preferential treatment within the Empire and among the Allied and neutral countries; the prevention of dumping; the uniformity of patents; abolition of double income tax throughout the Empire; and the establishment of a Ministry of Commerce. Then it is suggested that shipping regulations shall be reciprocal, and another excellent recommendation is to the effect that no company with less than 75 per cent. of its capital held by British subjects shall be qualified for registration in the British Empire. While it may not be practicable to carry out the whole of Bombay's suggestions, it is at least refreshing to have clear, definite, uncompromising proposals, and if the British Government possessed a title of the daring of, say, India or Australia, the Empire as a whole would appreciate such a lead.—*Ex change.*

neighbours to fall completely under the dependency of England."

This throws a decisive light not only on the past, but on the future policy of Germany. Suppose the iron ore deposits of Lorraine, even coupled with the coalfield of the Sarre, are taken from Germany as a result of this war and given back to France, the economic problem which has been more or less the cause of the present conflict would by no means be solved. Even before this war, when France only imported 21 million tons of coal a year, Germany, who supplied her with only seven million tons, while England provided ten, had managed to control an important part of French metallurgy by raising or lowering at her own convenience the prices of coke. Once the Lorraine deposits are again in the hands of the French the yearly imports of coal in France will be nearly doubled. If, as such a high authority as M. de Laundy thinks, France has to get 22 million tons of coal a year from Germany instead of seven, there is little doubt that the Germans, however beaten, will not neglect this chance of exerting what they call a "political influence" over the industries of their neighbours.

A Problem for England. It is indeed necessary that British opinion should be alive to such a danger. To consider that the problem of the Rhinegold will be entirely solved once Lorraine becomes French again amounts to ignoring the enormous power which the possession of coal places in the hands of the Germans. On the other hand, it is not necessary, in order to remove the danger, that England should undertake the difficult task of providing the whole of the coal Lorraine will have to import from abroad. The only thing which will be needed is that a sufficient quantity of British coal should be able to reach the Rhinegold region to break the German coal monopoly, and thus make a German control over French metallurgy, with its consequences, impossible.

British diplomacy will have to find the means of enforcing such a solution. I cannot help thinking that the first step will consist in securing for British shipping free access to the Rhine and adjoining rivers and in making that waterway a sort of European Canal.

## A FINE RECORD.

## French Colonies and the War.

In the *Observer*, Philippe Millet writes:—

Paris, September 1.—The Germans do not seem to have particularly enjoyed the presence of black troops among the French on the Somme. This, however, is only part of a more general disappointment. They hoped that the French colonies would be to the Mother Country a source of considerable trouble during the war.

What their plan was, we now know. The huge Colonial Empire of France had a weak spot: Morocco. The main German device which, of course, had been carefully prepared long before war was declared, was to make use of the more or less continuous agitation of rebel tribes in the Atlas mountains—a region very much analogous to the North-Western border of India—and organise a general upheaval not only in Morocco itself but throughout French North Africa. Had they succeeded they would have been tied up in Morocco, Algeria and Tunis most of the forces available for the war in Europe. In addition, the French might have had to send to these parts a considerable part of the black army raised among the natives of French West Africa.

## General Lyauté's Choice.

The plot failed. That no important rising took place in Morocco was certainly due to the skill of General Lyauté, the French Commissioner-General there. When the war broke out he had to take within twenty-four hours the tremendous responsibility of either withdrawing his troops towards the coast, and thus giving an impression of weakness or maintaining the positions he had conquered on both sides of the Atlas, while sending to France half of his expeditionary force, which was wanted on the European front. General Lyauté, with characteristic determination, chose the latter course, and experience proved that he had decided rightly. His task was for a long time an arduous one; so it was for the handful of Regulars which to fight ceaselessly a brave enemy armed with German rifles and even with German machine-guns. But the last serious agitation was crushed in January last, and things since then have become normal. At no time had the local risings an opportunity of assuming a general character.

As for the natives of Algeria and Tunis, they never so much as moved. The only "incident" which occurred was due to the conditions in Tripoli, which rested on one Tunisian tribe in the extreme south during the autumn of 1914. A very small force was sufficient to punish the rebels before they could make any impression on their neighbours, and peace has not been disturbed in that part since the beginning of 1915.

## A Runaway King.

The same conditions prevailed throughout the other parts of the French colonial empire. Very few incidents occurred and none of them was abnormal. French West Africa had to deal with temporary disturbances among two black fetishist tribes south of Timbuctoo, and also with one incursion made in the Sudan by a party of Tuaregs. These troubles were easily dealt with, a remarkable feature being the fact that the numerous Moslem population of the French Sudan remained absolutely loyal.

Indo-China, at the other end of the Empire, might have been more troublesome. Conditions there are very different from those in British India. There is no Indo-Chinese movement corresponding to the one headed by T'ien and his imitators, but, on the other hand, the proximity of China makes it comparatively easy for professional terrorists to try some of their tricks. Nothing, however, occurred which might have recalled the looting of Annam in 1908. Apart from the ordinary incursions made by Chinese bands across the border of Tonkin and Laos, the only fairly serious affair took place in May last, when the young Emperor of Annam, a seventeen-year-old boy, suddenly ran away from his own Court in order to

proclaim his independence. He was arrested within forty-eight hours and replaced on the throne of his ancestors by a more sober man amidst the general indifference of his faithful subjects.

## Algiers and Tunis.

As a result of this failure of the German plot the French colonial empire has been able to supply the mother country with a considerable number of men. Although no precise figures are available for publication, the size of this military effort can be easily indicated. First of all, one has to remember that there are in French North Africa, which is more a French province than a colony, not far from one million colonists, who are either French by birth or have become naturalised Frenchmen. All of them are liable to conscription, be it in Tunis, Morocco or in Algeria. They form the bulk of the Zouave regiments, which are among the best of the French Army. Then there are the natives. About half of the natives of present fighting in the ranks of the French Army are white men recruited from North Africa. By far the largest contingent comes from Algeria itself, but Tunis, where natives are submitted to conscription, has also furnished a very great number. As for Morocco, where French rule is very recent, it has yielded a small number of native troops, but a fine quality.

## The Black Troops.

Then comes the famous black force. It is almost exclusively drawn from French West Africa, which was termed a long time ago "une terre de soldats," and which has supplied during the present war a contingent superior to the whole of the native force from Algeria, Indo-China comes next, although rather far behind. About one-third of the contingent which has already come from there consists of "tirailleurs Annamites," who look very much like the Gurkhas of the Anglo-Indian army, and are equal in numbers to half the Anglo-Indian expeditionary force which landed in Marseilles in the autumn of 1914: the remaining two-thirds are being used for all sorts of work. Finally, there is a very small contingent of "tirailleurs Malgaches" from Madagascar.

The aggregate of these contingents make a very considerable force indeed. Without taking into account the black troops employed in the French Congo, it may be stated that including colonists, natives, white, black and yellow, the total of the strength contributed to the European fronts by the colonial empire of France is about equal to the whole of the present Canadian army. No other comparison of the part played in the war by the French colonies is a momentary one.

## AMERICA AND THE WAR.

## "A Mere Topic of Conversation."

An endeavour is made to explain the seeming apathy of America towards the European war by Mr. William G. Fitzgerald in the last number of the *Nineteenth Century*.

"Europe," he explains, "makes the mistake of assuming that the Atlantic States are America. As a matter of fact they only represent the leashed fringe of a community which is not a nation at all. The United States is a vast and virgin continent sparsely people by a hundred millions, of whom one in ten is a person of colour and the rest a welter of all Europe, with a leaven of Asia, from Syria to China and Japan. Due appreciation of the American problem is not possible unless we keep before us this idea of a country, and instead of a race all the races of earth—white, yellow and black, with an abnormal mixture of Jews who pursue the paths of peace and prosperous days. In New York City alone dwell 800,000 Jews. These have astonishing power in the Press, as well as in commerce and

It is a long journey from Liverpool to the New World, but a still longer one from the Hudson River to the Golden Gate of San Francisco. Let me say at once that the problems of Maine are as far apart from Montana's—morally, physically—as those of Ireland are from Albania's. What can a State like Mississippi, in which the negroes outnumber the whites, have in common with cultured Massachusetts? And how far a fling it is from the alligators and palms of Florida to the icy firs of Minnesota, where the wolf is a problem calling for Government aid. There are States greater than Britain—say New Mexico—with a smaller population than Sheffield.

"America embraces nearly sixty degrees of longitude. And when President Taft suggested an all American tour to the welfare of the new San Francisco, which rose from the wreckage of earthquake and flame, the project had to be abandoned because it was found that, as there were four noons in the United States, a simultaneous toast on the official opening day was impossible."

"To-day America throes with change, though still divided into State compartments which make large national effort and complete unanimity an ideal and no more. Even the Atlantic States, from Maryland up to Maine, live their own lives, unconcerned with wider American issues."

"There will be no more spread eagling on the part of Uncle Sam. For to-day he knows his military weakness, wailed as it is from the house-tops by Admirals and Chiefs of Staff, by President and Ministers too, and all responsible publicists—as well as by sensation mongers who drop 'Get Ready' pamphlets from ecstatic peace-meetings, and Christian Science assemblies."

"Never again will America's Chief Executive throw down the challenge—'Arbitrate or Fight,' as Grover Cleveland did over the Venezuelan affair. The illusion is gone that the United States can 'lick creation' with volunteers enrolled in the leisurely fashion of the Civil War. America is older—wiser far and more averse than ever from the blood lust of armed strife, though it surges at her very door, as it did for many months in chaotic Mexico, where bandits wiped the winter streets with the Stars and Stripes and shot Americans with ultra-Prussian ferocity."



"I say America is sobered now, scenting new dangers which no fine words at home will avert, nor the old 'shirt-sleeves' diplomacy abroad, from Peking to The Hague. Prussia's Great Adventure has left the United States less inclined than ever for interference with Old World affairs. She has no ear for Root or Roosevelt heroics, no desire to lead the lesser neutrals in crusading protest, from Norway to Spain, from Holland to Brazil and beyond. So President Wilson moves to perfect accord with his apathetic people's wish to 'Keep Out' and not embroil them with enemies, hyphenate or foreign—German, Mexican or Japanese."

A few American thinkers view with horror and amazement the present lapse of progress and the night of civilisation in which we grope. The masses see themselves richer than ever through the war, and wooed by all belligerents for the sake of material resources in their vast and virgin domain—wheat and cotton, copper and steel, as well as machines of endless ingenuity adapted to the ends of war.

"Thus the World War—the desperate clash of races and ideals—is to the Great Neutral little more than a topic of conversation, more or less excited; a portent altogether incomprehensible and strange. Heads are shaken over the madness of it all, and blame distributed curiously among all the belligerents. America's attitude, indeed, is that of the spectator at a football match, with bets so safely placed as to ensure a huge haul. The President himself has said that the origin and cause of this catastrophe is no concern of America. His people read the daily 'story' with sorrow for all and high consciousness of their own nobler state, to which they may attain when the blood of war dies down and we are allowed to repent in the quietude of peace."



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